

# Upgrade to Cammeray Public School – Transport and Access Impact Assessment

Rev 04



# Quality Assurance

## Project Details

Project	Upgrade to Cammeray Public School – Transport and Access Impact Assessment		
Project Reference	P2307	Contract Number	DDWO05428/23
Client	NSW Department of Education (DoE)	ABN	40 300 173 822
Prepared by	Crossley Transport Planning	ABN	18 632 881 602

## Document Revision Register

Revision	Status	Prepared By	Checked By	Approved By
1	First Release	Jennifer Chen Demi Wang	Stephanie Crossley	Stephanie Crossley
		20/12/2024	20/12/2024	20/12/2024
2	Second release – Internal comments	Sharon Chungpattana	Jennifer Chen	Stephanie Crossley
		05/02/2025	05/02/2025	05/02/2025
3	Third release – SINSW comments	Kevin Nathaniel	Jennifer Chen	Stephanie Crossley
		18/02/2025	18/02/2025	18/02/2025
4	Fourth release – Preamble update (v6)	Kevin Nathaniel	Stephanie Crossley	Stephanie Crossley
		05/03/2025	05/03/2025	05/03/2025

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# Glossary

Term	Description
Actual catchment	The actual catchment represents the area that can be covered by walking or cycling with current operational infrastructure.
Background growth	The amount of additional traffic that is expected from natural growth in population or employment in the area and any planned developments.
CPS	Cammeray Public School
Depersonalised data	Student data that contains no information that may allow identification of any student in particular.
Development timing	The sequence and timing of activities and tasks required to complete the project.
Development control plan (DCP)	A document that provides detailed planning and design guidelines to support the planning controls in the Local Environmental Plan developed by a council.
Environmental Impact Statement	An Environmental Impact Assessment is a process that evaluates the potential environmental, social, and economic impacts of a proposed project. It aims to identify, predict, and mitigate significant environmental effects before project approval, ensuring informed decision-making. The EIA process helps assess the benefits of a project against its environmental consequences and includes measures to minimise or manage adverse impacts.
Existing school site	The existing school site refers to the location of the school before the floods occurred and can be known also synonymously as the future site.
Future / proposed school site	The future / proposed school site refers to the location of where the redevelopment of the school is occurring and can be known also synonymously as the existing school site.
Geographical scope	Geographical scope refers to the area or extent covered by the assessment, documents or data.
Hands-up travel survey	A survey conducted in class. Teachers read out the various transport options children could choose to arrive at school. Then the children are asked to raise their hand to indicate which travel option was chosen on that day. The number of hands raised is counted to survey the transport mode share for that class. This survey is conducted on the same day, for every class to capture the mode share of the school.
Kiss and drop zone	This refers to a designated area that allows for parents to stop whilst in their vehicle to pick up or drop off their child to school without obstructing traffic flow.
Kit of parts	Kit of parts is a Modern Method of Construction (MMC) approach that involves manufacturing building components off-site and assembling them on-site. This practice is adopted by NSW Department of Education (DoE).
Modern Methods of Construction (MMC)	Modern Methods of Construction is an umbrella term for a collection of construction methods that are different from traditional onsite construction and includes practices such as prefabrication, off-site manufacturing, modular or volumetric dwellings, 3D printing, robotics, artificial intelligence (AI) and Design for Manufacture and Assembly (DfMA).

Term	Description
Mode share	Mode share refers to the percentage share of students or teachers walking, cycling, catching public transport or being driven to and from school.
Notional Catchment	The notional catchment represents the maximum theoretical area that can be covered by walking or cycling using a straight-line distance.
Operational Impact	Refers to the impact of the proposed development post-construction on the first day of opening.
Principal's questionnaire	A series of questions provided to the school principal to gather details on daily operations, transport facilities, and communication methods.
Road user movement (RUM)	A code that corresponds to a specific action or behaviour of a road user in a crash.
Shared path	A type of paved off-road facility that is intended to be shared and used by pedestrians and cyclists.
Site	This refers to the location of the development activities.
School Student Travel Scheme (SSTS)	The SSTS is a program that gives school students free or subsidised travel between home and school on NSW public transport including trains, buses, ferries and light rail. The exclusion zone refers to the area where people live that is deemed ineligible to receive free or subsidised travel.
State Environmental Planning Policy (Transport and Infrastructure) 2021 – T&I SEPP	The T&I SEPP provides a planning framework for delivering infrastructure in NSW. It ensures infrastructure is delivered with appropriate environmental assessment and consultation.
Traffic management	This refers to traffic signs and road markings which control or direct the operation and behaviour of people and vehicles. For example, this includes measures like speed limits, street parking restrictions and pedestrian crossings.
Transport and Access Impact Assessment (TAIA)	This document is a TAIA which evaluates the potential transport and traffic impacts of the proposed activities on the surrounding network
Travel Access Guide (TAG)	A document that provides key information to parents and students about school entry points, location of key surrounding transport infrastructure, kiss and drop locations and bike parking.
Travel mode split	This refers to the proportion of people divided by different travel methods to the site and includes walking, cycling, public transport and car.

# Executive Summary

## Introduction

This Transport and Access Impact Assessment (TAIA) has been prepared to support the Review of Environmental Factors (REF) for the Upgrade to Cammeray Public School (CPS). The purpose of this assessment is to evaluate the existing transport conditions, potential traffic and transport impacts, and any necessary mitigation measures resulting from the proposed school upgrades.

## Purpose

The purpose of this Transport and Access Impact Assessment (TAIA) is to evaluate the potential impacts of the proposed activity on the surrounding road network, traffic conditions, and transport infrastructure. The TAIA specifically assesses changes in vehicular movement, pedestrian and cyclist activity, parking demand, and public transport accessibility as a result of the proposed school upgrades.

## Traffic and Transport Assessment

The proposed activity has been assessed for its potential traffic and transport impacts, with a focus on:

- i) Existing Traffic Conditions
  - The school is currently served by a local road network, including Palmer Street and Bellevue Street.
  - Miller Street is a state road, under the management of Transport for NSW (TfNSW), and serves as a key corridor for regional and local traffic.
  - The school's main access points and pedestrian movements have been reviewed in relation to these roads.
- ii) Proposed Works
  - The activity does not include modifications to external roadways, vehicle access, or parking. The only transport-related change is **50 new bicycle parking spaces**.
- iii) Public Transport and Active Transport
  - The school remains well-served by public transport, including bus services on Miller Street, and the upgrades support active transport.

## Conclusion

- The enrolment capacity of the school will not increase.
- No additional vehicle trips will be generated.
- The traffic network, including Miller Street, will not be impacted.

Accordingly, no further traffic impact studies or mitigation measures are required.

# 1 Introduction

This Transport and Access Impact Assessment (TAIA) has been prepared to support a Review of Environmental Factors (REF) for the Department of Education (DoE) for the upgrade of Cammeray Public School (CPS) (the activity). The purpose of the REF is to assess the potential environmental impacts of the activity, which is prescribed under *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)* as “development permitted without consent” on land carried out by or on behalf of a public authority under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The activity is to be undertaken pursuant to Chapter 3, Part 3.4, Section 3.37 of the T&I SEPP and in consideration of the stakeholder and communication participation plan.

The proposed activity is for upgrades to the existing CPS at 68 Palmer Street, Cammeray NSW 2062 (the site).

## 1.1 Scope of work

The assessment involved a review of transport and traffic conditions surrounding the school, focusing on:

- Traffic movements in the vicinity of Cammeray Public School.
- Parking demand and availability for staff and students.
- Pedestrian and cyclist access, including current infrastructure and future improvements.
- Public transport connectivity, including student reliance on bus services.
- Cumulative impacts from planned developments and transport upgrades

To inform this assessment, the following tasks were undertaken:

- A **site inspection** on **23/10/2023** to observe existing traffic patterns, pedestrian and cyclist movements, and public transport accessibility.
- A student hands-up travel survey conducted on 1 December 2023, capturing mode share data.
- A crash analysis interrogating the most recent five year record for the period 01 January 2019 – 30<sup>th</sup> December 2023
- An analysis of student travel behaviour, including:
  - The number of enrolled students who live within 400 metres of a bus stop with direct services to the school.
  - The proportion of students within a reasonable walking and cycling distance of the school.
  - The number of students eligible for a free school travel pass, based on living more than 2.3 kilometres from the school gate (see Figure 1-1).

Given that the enrolment capacity of the school will not increase, this assessment primarily ensures that the proposed upgrades do not introduce any new traffic or transport-related impacts to the surrounding road network.





Figure 1-1 Cammeray Public School study area

## 1.2 Consultation and stakeholder engagement

The development of this TAIA included consultation with North Sydney Council, Willoughby City Council, and Transport for NSW (TfNSW) via the Transport Working Group (TWG), which met on Thursday, 22 August 2024. The purpose of this consultation was to:

- Understand proposed works around the school and identify any relevant changes to the surrounding transport network.
- Assess cumulative impacts from nearby planned developments and infrastructure upgrades that could influence traffic, parking, and active transport movements in the area.

Findings from these discussions have been integrated into the assessment to ensure the traffic and transport evaluation aligns with broader council and state transport planning objectives.

## 1.3 Policy context

A review of relevant local and state government policies was undertaken to ensure alignment with broader transport and planning strategies. The following documents were reviewed in relation to traffic and transport:

- North Sydney Council Transport Strategy
- North Sydney Development Control Plan 2013
- North Sydney Council Delivery Program 2022-2026
- North Sydney Local Strategic Planning Statement (2020)
- North Sydney Vision 2040 Community Strategic Plan
- North Sydney Walking Strategy
- North Sydney Council's 40km/h and 10km/h Shared Zone Masterplan and Action Plan
- North Sydney Integrated Cycling Strategy
- Willoughby City Council's Bike Plan Update 2017
- Willoughby City Council's Community Strategic Plan 2010-2025
- Transport for NSW Active Transport Network Review: North Sydney and Surrounds (2023)

The policy review identified the following planned works in the vicinity of Cammeray Public School:

- North Sydney Council's 40km/h and 10km/h Shared Zone Masterplan, which proposes a 40km/h High Pedestrian Activity Area (HPAA) treatment for the streets surrounding the school. Construction of this shared zone is expected to be completed by the end of 2024.
- North Sydney Development Control Plan (DCP) 2013, which references the NSW Planning Guidelines for Walking and Cycling (2004). These guidelines recommend that 3-5% of total cycle parking be allocated for staff, although no specific rate for student bicycle parking was provided in the reviewed policies.

This collective study area helps define the majority of student and staff travel patterns and provides a clear framework for evaluating trip generation, trip distribution, transport mode share, and the potential impact of the proposed development on local and regional transport infrastructure.

## 2 Existing conditions

This section provides an overview of the current transport and travel conditions surrounding Cammeray Public School (CPS). The assessment considers existing travel behaviour, active and public transport accessibility, private vehicle use, and parking availability to provide context for the activity.

### 2.1 Existing travel behaviour

A hands-up travel survey was conducted on Friday 1 December 2023 to capture the existing travel behaviour of students attending CPS. The objective of the survey was to identify current travel behaviour and transport demand, which assists in assessing mode share and potential future trends.

#### 2.1.1 Student travel mode share

Table 2-1 summarises the mode share split for students arriving and departing from the school.

Table 2-1 Existing travel to school mode share

Travel Modes	Morning Mode Share		Afternoon Mode Share		Average Mode Share Split between AM and PM peak for all Students	
	Students (#)	Percent (%)	Students (#)	Percent (%)	Students (#)	Percent (%)
Walk	205	39	216	41	211	40
Bicycle (or other wheeled toy) incl. scooter	28	6	12	2	20	4
Public Transport Bus	37	7	66	13	52	10
Car Passenger (includes car parked nearby, pick up and drop off)	252	48	229	44	240	46
<b>TOTAL</b>	523	100	653	100	523	100

The survey results indicate that the majority of students travel to school by car (48%), with walking (40%) as the second most common mode. Public transport (10%) and cycling/scooter travel (4%) represent smaller portions of the total mode share.

Notably, public transport usage is higher in the afternoon (13%) than in the morning (7%), suggesting an opportunity to increase morning bus use through improved accessibility or behavioural shifts.

#### 2.1.2 Student catchment analysis

A catchment analysis was undertaken to assess students' proximity to CPS and their potential for active transport use. Table 2-2 presents the detailed analysis and summarised as:

- 68% of students live within a reasonable walking distance of the school ( $\leq 1,200\text{m}$ ).
- 25% of students live beyond walking distance but are within the 2.3km school transport scheme zone, meaning they would need to pay for public transport.

- 7% of students live outside the 2.3km zone and qualify for a free school travel pass.
- 74% of students live within 400m of a public transport stop that provides access to CPS

Table 2-2 Transport catchment analysis

Catchment Analysis	Notional (within crow flies)		Actual (on path / using road network as a proxy)	
	# of students	% of total students	# of students	% of total students
1-400m (5-min walk)	223	33%	185	27%
401-800m (10-min walk)	210	31%	179	26%
801-1200m (15-min walk)	129	19%	107	15%
1201-1600m crow flies / 2300m on path (excl from SSTS Primary)	60	9%	168	25%
# outside SSTS zone	55	8%	48	7%
Within 400m of public transport stop / station / wharf that brings them close to school	615	90%	510	74%
Within 800m of public transport that brings them close to school	674	98%	667	97%
# outside SSTS zone, with PT access (within 400m to public transport)	23	4%	39	3%
# outside SSTS zone, with no PT option (greater than 400m to public transport)	24	5%	26	4%
OOSH placements (Results provided by the Principal)	N/A	N/A	N/A	N/A
<b>Total student enrolments</b>	<b>685</b>			

### 2.1.3 Staff travel behaviour

The teachers were asked how they travel to school in the student hands up survey which revealed that:

- 84% of staff drive to school
- 8% walk or cycle
- 8% use other transport (motorcycle or public transport).

Admin staff, support staff and volunteers were not surveyed on their method of travel to school.



## 2.2 Active Transport

### 2.2.1 Walking

CPS is well connected by footpaths, with most surrounding streets providing pedestrian infrastructure. The majority of the school catchment falls within a 15-minute walk, except for areas west of Gore Hill Freeway, where connectivity barriers exist as shown in Figure 2-1.

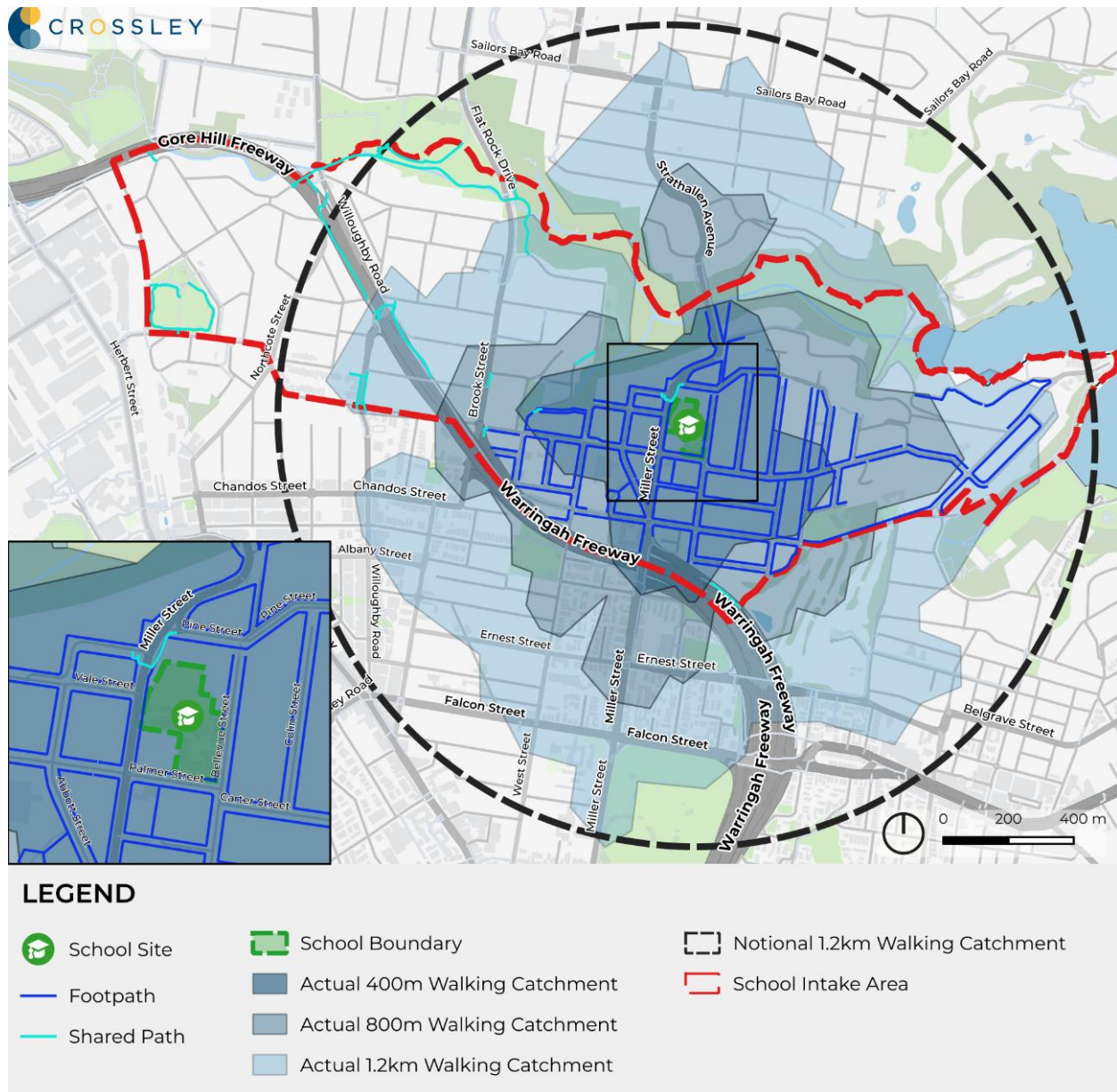


Figure 2-1 Walking catchments.

The shortest path analysis shown in Figure 2-2 identifies the most direct walking routes to school from the largest student clusters. Based on this analysis, the key routes serving the majority of students are:

- Palmer Street for students living west.
- Carter Street for students living east.
- Bellevue Street or Collins Street for students living north.

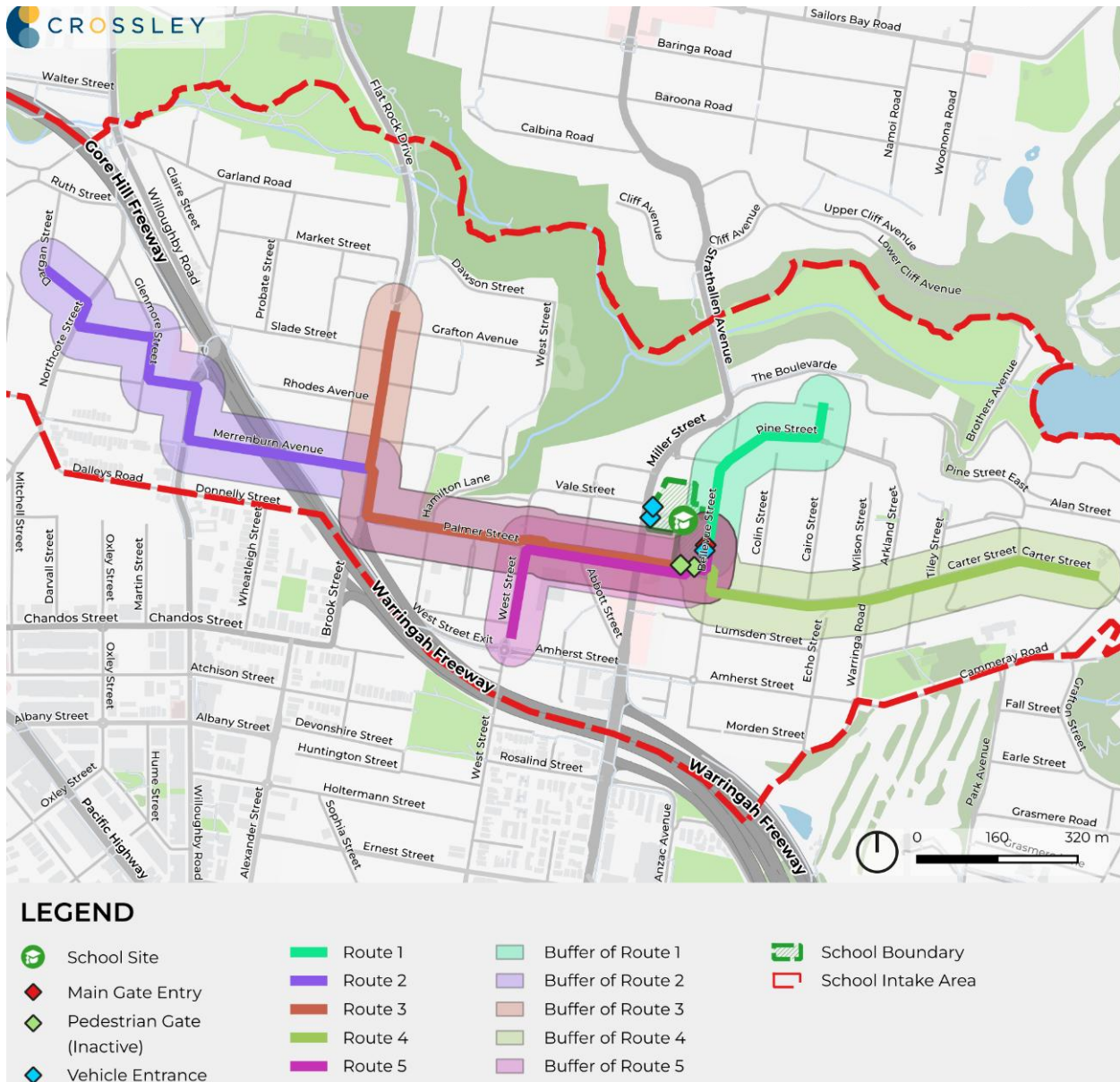


Figure 2-2 Shortest paths to the school

Crossing facilities, mapped in Figure 2-3, support safe pedestrian movements along these key walking routes. These include signalised crossings, pedestrian refuges, and the children's crossing on Palmer Street, which operates during morning and afternoon school hours. A school crossing supervisor is stationed at this location to facilitate safe crossings for students.

The footpaths along Bellevue Street and Palmer Street are wide and extend to the kerb, providing ample space for students walking to and from school. These factors contribute to a walkable environment, supporting opportunities to increase walking mode share among students.



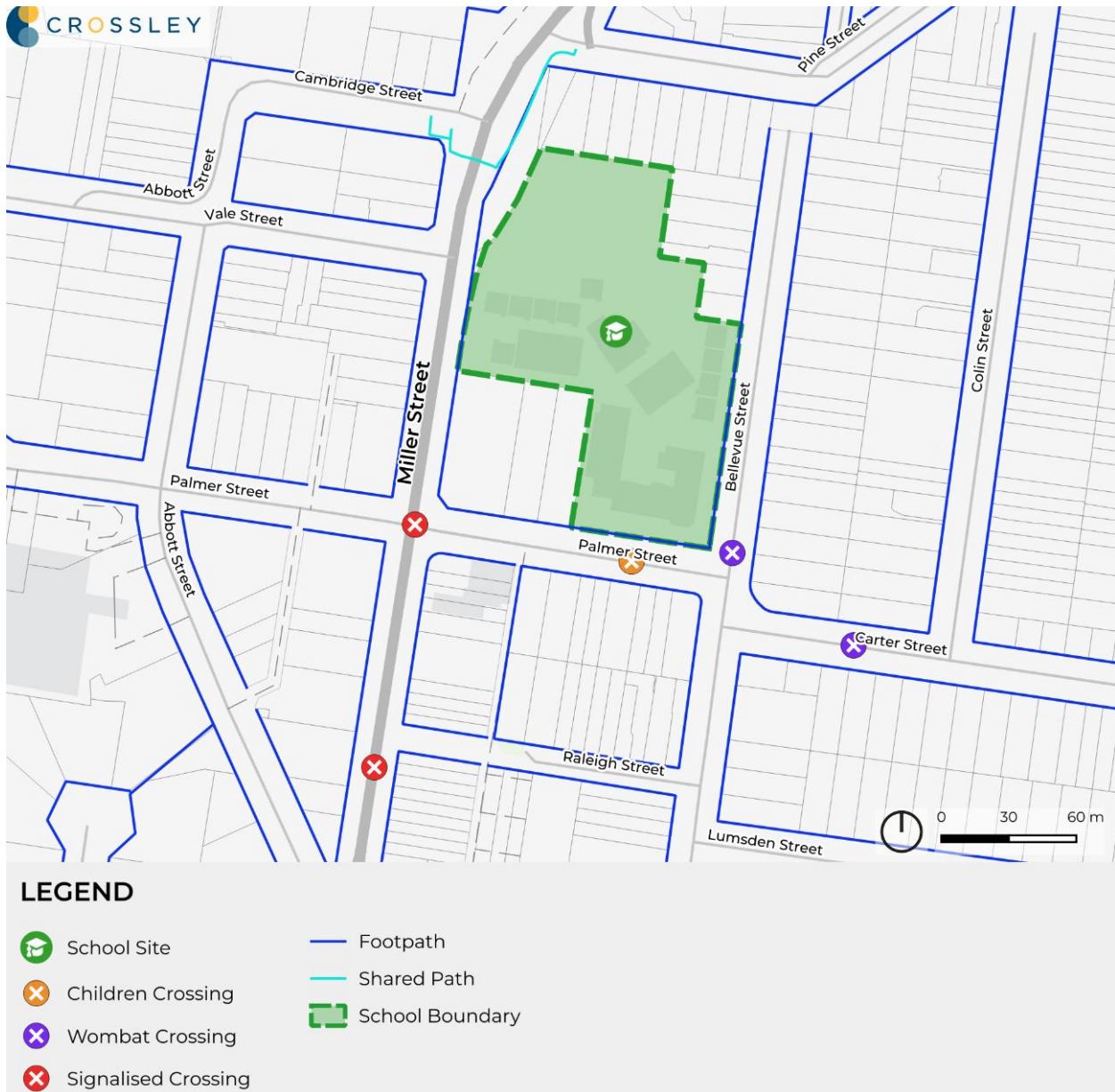


Figure 2-3 Crossing facilities around the school site

### 2.2.2 Cycling

As shown in Figure 2-4 the entire CPS catchment is within a 15-minute bike ride, while the current cycling mode share remains low (4%). This is likely due to Infrastructure gaps and physical barriers likely contribute to low student cycling uptake such as:

- Limited dedicated cycling infrastructure near the school.
- Challenging topography, with steep inclines in some areas including stairs (see Figure 2-4).

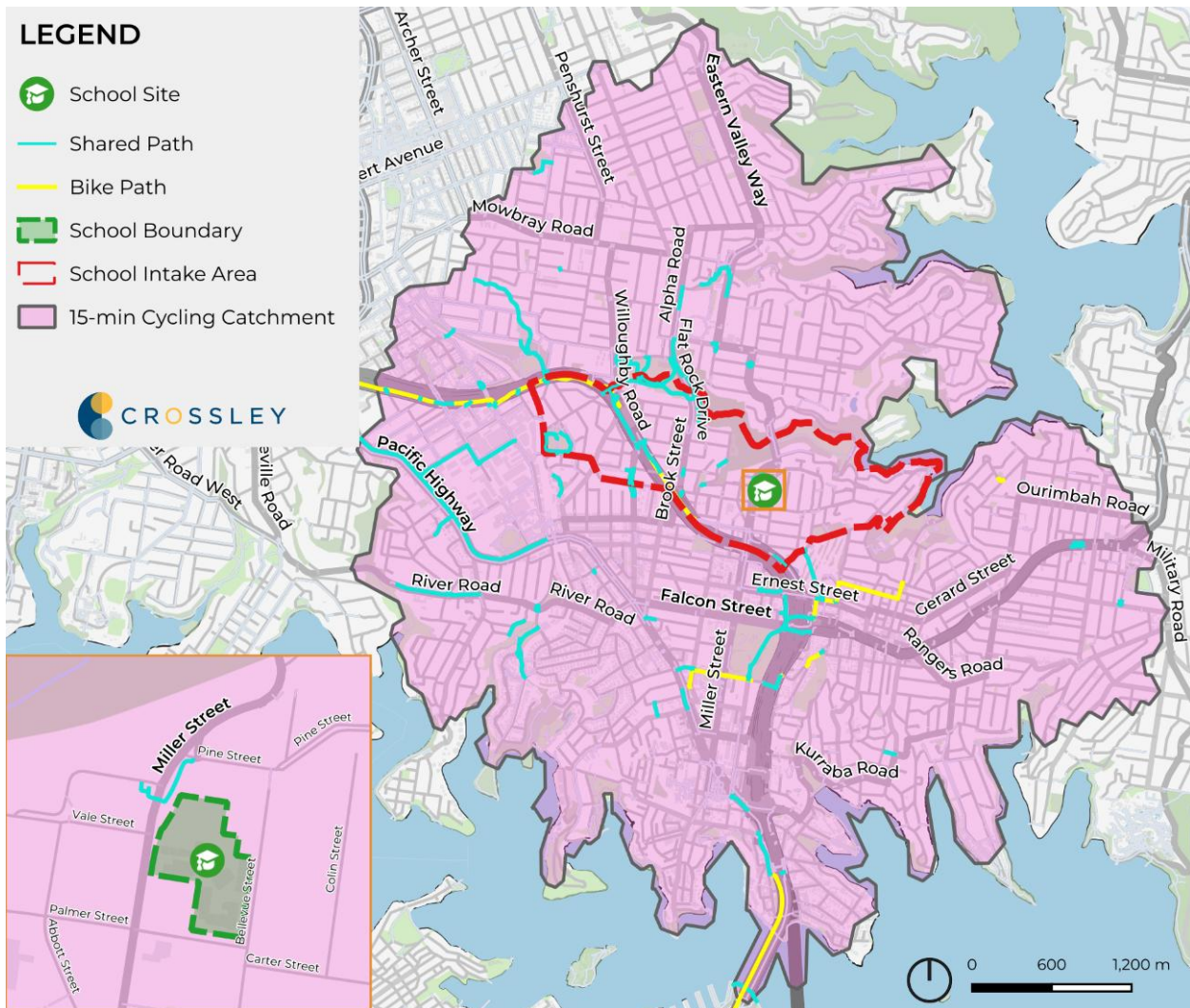


Figure 2-4 Cycling catchment and existing bike network around the school



Figure 2-5 Stairs from Pine Street leading to Bellevue Street (Source Google Streetview, 2021)



## 2.3 Public Transport

CPS is served by 12 bus stops located within 400 meters of the school entry gates. As shown in Figure 2-6 the bus stops are primarily located at Miller Street Carter Street and Amherst Street. The bus routes, destinations served and frequencies of services operating from these bus stops are detailed in Table 2-3.

Key findings are:

- 16 bus services operate during school hours.
- 74% of students live within 400m of a bus stop providing access to CPS.
- Only 10% of students use public transport, despite 74% having easy access. However, of these students 7% are eligible for the school student travel scheme (free public transport card).



Figure 2-6 Bus network around the school

Table 2-3 Existing bus routes to Cammeray Public School

Route	Type	Destinations	Frequency During Weekday (AM)	Frequency During Weekday (PM)	Aligns with School Travel? (8:40-9:10 & 15:10-15:30)
194	Public Bus	City QVB to St Ives	Every 14 minutes	Every 14 minutes	Yes
201	Public Bus	Cremorne to City Bridge St	Every 30 minutes	Every 30 minutes	Yes
202	Public Bus	Northbridge to City Bridge St via North Sydney	Every 20 minutes	Every 20 minutes	Yes
203	Public Bus	Castlecrag to North Sydney	Every 20 minutes	Every 20 minutes	Yes
204	Public Bus	Northbridge to City Bridge St via Freeway	Every 15 minutes	Every 15 minutes	Yes
205	Public Bus	City Bridge St to East Willoughby via Freeway	Every 6 minutes	Every 6 minutes	Yes
206	Public Bus	East Lindfield to City Bridge St via Freeway	Every 20 minutes	Every 20 minutes	Yes
207	Public Bus	City Bridge St to East Lindfield via North Sydney	Every 30 minutes	Every 30 minutes	Yes
208	Public Bus	East Lindfield to City Bridge St via Northbridge & North Sydney	Every 20 minutes	Every 30 minutes	Yes
209	Public Bus	East Lindfield to Milsons Point via North Sydney	Every 10 minutes	Every 10 minutes	Yes
260	Public Bus	Terrey Hills to North Sydney	Every 15 minutes	Every 15 minutes	Yes
263	Public Bus	City Bridge St to Crows Nest via Cremorne	Every 30 minutes	Every 30 minutes	Yes
267	Public Bus	Chatswood to Crows Nest	Every 30 minutes	Every 30 minutes	Yes
104	School Bus	Miller St at Abbott St to Jamieson Square	Once at 7:10AM	-	No
126	School Bus	Miller St at Abbott St to Killarney Heights HS	Once at 8:00AM	-	No
288	School Bus	Sydney Japanese International School to Miller St before Amherst St	-	Once at 4:30PM	No
571n	School Bus	Neutral Bay PS to Eastern Valley Way at McClland St, Willoughby East	-	Once at 3:47PM	No

Route	Type	Destinations	Frequency During Weekday (AM)	Frequency During Weekday (PM)	Aligns with School Travel? (8:40-9:10 & 15:10-15:30)
580n	School Bus	Castlecrag to Mosman Prep. School	Once at 8:02AM	Once at 4:08PM	No
595n	School Bus	Redlands to East Lindfield	-	Once at 3:33PM	No
596n	School Bus	East Lindfield to Redlands	Once at 7:55AM	-	No
628w	School Bus	Cammeray Public School to Willoughby & Mowbray Rds	Once at 8:52AM	3:25PM and 3:27PM	Yes
637w	School Bus	St. Philip Neri to Neutral Bay Junction	-	Once at 3:24PM	Yes
639w	School Bus	Castlecrag to North Sydney North Sydney Girls	-	Once at 3:37PM	No
641w	School Bus	North Sydney Girls High to East Lindfield	-	Once at 3:57PM	No
663w	School Bus	East Lindfield to Crows Nest	Once at 8:20AM	-	No
670w	School Bus	Killarney Hts High Sch to Cammeray	-	Once at 3:41PM	No
673w	School Bus	Fitzroy St, Milsons Pt to Chatswood Station	-	Once at 3:26PM	Yes
674w	School Bus	Gilbert Park (Manly Wharf) to Glenaeon Senior	Once at 8:13AM	-	No
690w	School Bus	East Willoughby to St. Ignatius, Riverview	7:39AM and 7:41AM	4:10PM and 4:11PM	No
758w	School Bus	Willoughby Girls High to Carter St & Cammeray Rd	-	Once at 4:07PM	No
767w	School Bus	Chatswood Station to Cammeray Shops	-	Once at 4:04PM	No
770w	School Bus	Milsons Pt to Northbridge	-	Once at 3:40PM	No
771w	School Bus	Fitzroy St, Milsons Pt to East Roseville	-	Once at 3:31PM	No
779w	School Bus	North Sydney Station to Boundary Rd & Griffith St	-	Once at 3:35PM	No
767w	School Bus	Chatswood Station to Cammeray Shops	-	Once at 4:04PM	No
770w	School Bus	Milsons Pt to Northbridge	-	Once at 3:40PM	No
771w	School Bus	Fitzroy St, Milsons Pt to East Roseville	-	Once at 3:31PM	No

Route	Type	Destinations	Frequency During Weekday (AM)	Frequency During Weekday (PM)	Aligns with School Travel? (8:40-9:10 & 15:10-15:30)
779w	School Bus	North Sydney Station to Boundary Rd & Griffith St	-	Once at 3:35PM	No

## 2.4 Private transport

### 2.4.1 Road network

CPS is bounded by Miller Street (a classified state road, 50 km/h) and local streets (default 50 km/h limit).

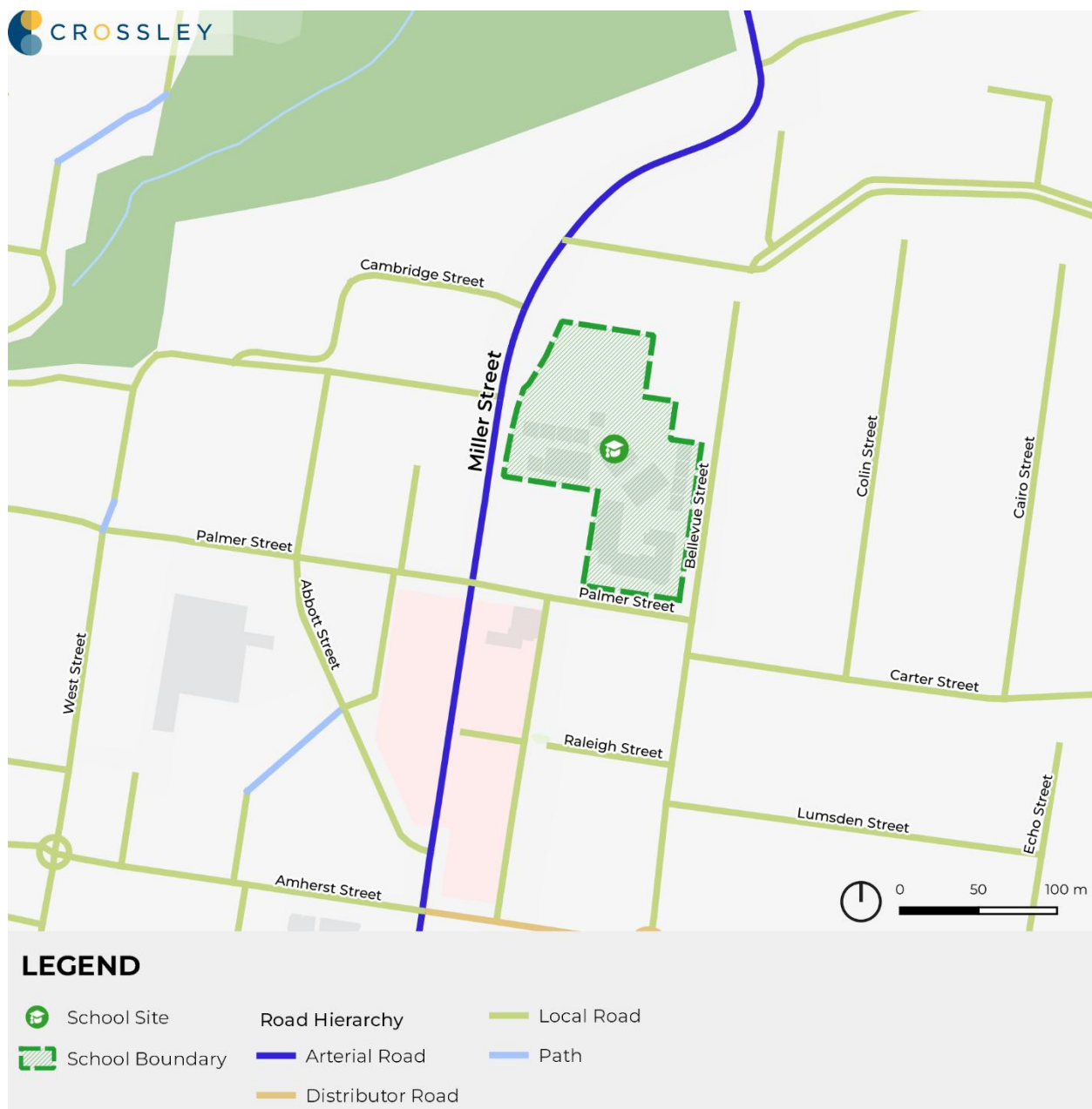


Figure 2-7 NSW Road Network Classifications around the school (Source: Transport for NSW)



### 2.4.2 Vehicle access routes

- Staff parking is accessible via Bellevue Street.
- Drop-off/pick-up zones operate on Bellevue Street and Carter Street.
- Main access routes include Miller Street & Palmer Street intersection (from north, south, west) and Carter Street (from the east).

### 2.4.3 Crash analysis

Crash data from 2019–2023 identified 17 crashes near CPS, with three occurring during school hours. Most incidents involved vehicles veering off-road or colliding with pedestrians/cyclists, highlighting potential safety concerns near Miller Street.

Figure 2-8 shows the location and severity of the crashes in the vicinity of the school.

- Crash ID #3: Serious injury during school times: A vehicle veered left off the road into an object.
- Crash ID #9: Moderate injury during school times: A vehicle veered left off the road into an object.



Figure 2-8 Road crashes and casualties near the school

## 2.4.4 Parking facilities and demand

As illustrated in Figure 2-9, access to the school is facilitated by:

- On-Street Parking: Includes a No Parking (Kiss-and-Drop) zone on Bellevue Street operates on school days from 8:30-9:30am and 2:30-4:00pm, plus unrestricted and time-restricted parking in the surrounding streets.
- Off-Street Parking: The staff car park accommodates ~33% of staff who drive; others rely on street parking facilities.



Figure 2-9 Parking arrangements around the school

## 3 Nature of the activity

### 3.1 Site description

#### 3.1.1 Site location

CPS is located at 68 Palmer Street, Cammeray on the northern side of Palmer Street, bound by Palmer Street to the south, Bellevue Street to the east and Miller Street to the west. The site has an area of 1.36 ha and comprises 11 allotments, legally described as:

- Lot 11 DP 837836
- Lot 1 DP 316130
- Lot 1 DP 316706
- Lot 1 DP 123406
- Lot 2 DP 174370
- Lot 1 DP 174370
- Lot 4 Sec 35 DP 758790
- Lot 5 Sec 35 DP 758790
- Lot 66 DP 1049613
- Lot 3 DP 571310
- Lot 4 DP 571310

The Department of Education (DoE) is the landowner, proponent and determining authority pursuant to Section 5.1 of the *Environmental Planning and Assessment Act 1979* (the Act).

#### 3.1.2 Site description

The site currently comprises an existing co-education primary (K-6) public school with 6 permanent buildings, 3 demountable structures, covered walkways linked at multiple levels, play areas, on-grade parking, sports court, covered outdoor learning area (COLA) and vegetation/green spaces with mature trees.

The existing school buildings are clustered towards the southern portion of the site and comprise both single and 2 storey buildings. The northern portion of the site contains the sports court, vegetable garden and play equipment. The north-western portion of the site is heavily vegetated with trees of high landscape significance that are protected with fencing.

### 3.2 Land use and planning considerations

#### 3.2.1 Heritage considerations

The site is identified as a locally listed heritage item (I0019) under Schedule 5 Environmental Heritage pursuant to the *North Sydney Local Environmental Plan 2013* (NSLEP). The school is also identified in the Plateau Heritage Conservation Area (HCA) (Part 2 Schedule 5 of the NSLEP). The school is listed on the Department of Education (DoE) Section 170 Heritage Conservation Register as 'Cammeray Public School'. The site is approximately 115m from a State heritage item (I0004) being the electricity substation at 143 Bellevue Street and in close proximity to locally heritage listed items.



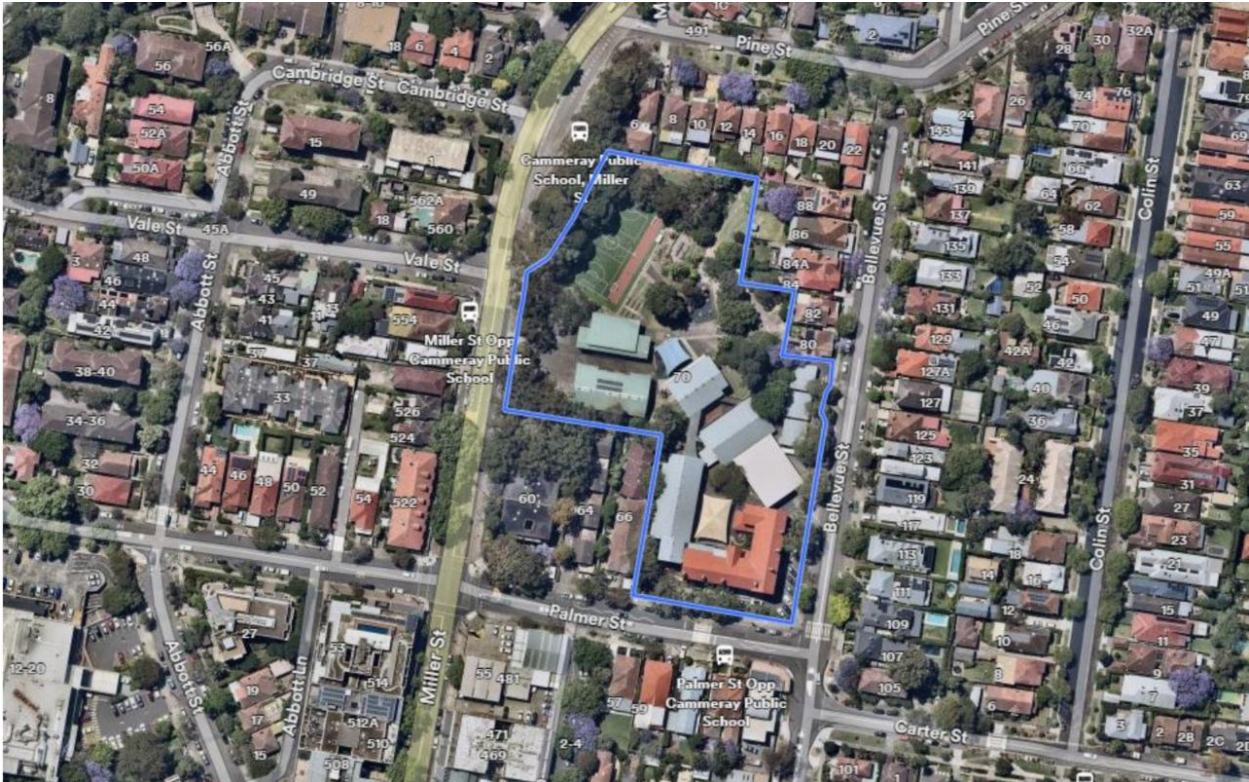


Figure 3-1 Cammeray Public School site boundary (Source: Nearmap, taken 30 October 2024)

### 3.2.2 Surrounding land use

Figure 3-2 illustrates the land zoning designated by North Sydney Council within Cammeray. The primary zoning classifications around the existing school site are R2 – Low Density Residential, R3 – Medium Density Residential and R4 – High Density Residential. Land zoning classifications for CPS is SP2 – Infrastructure, which is typical for education land use activity. This will not change as a result of the proposed activity.



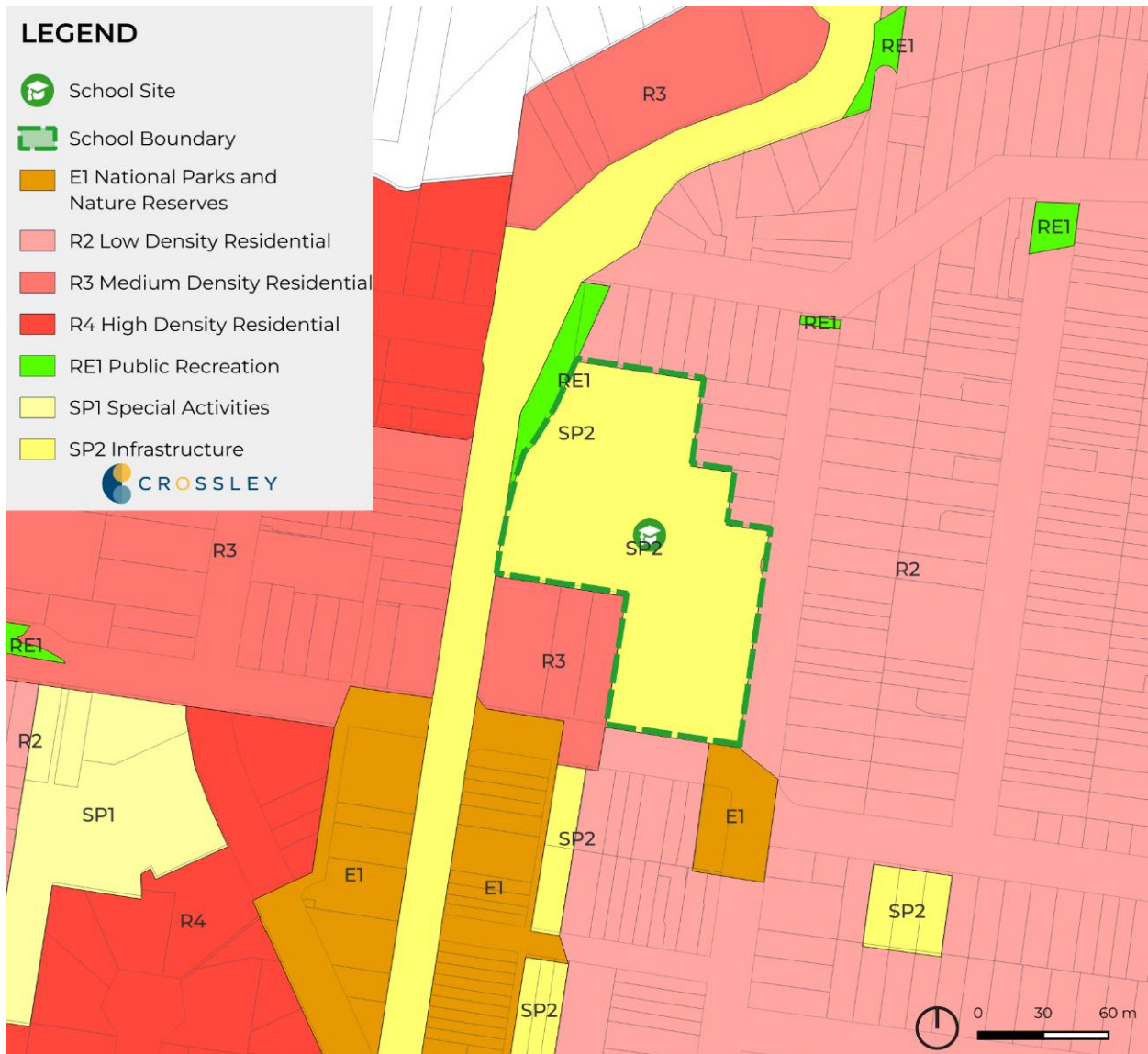


Figure 3-2 Land zoning around the school site

### 3.2.3 Future corridor Protection Requirements

Transport for NSW has confirmed that Cammeray Public School is not affected by any current or future corridor investigations (see Figure 3-3). As such, the activity does not conflict with any future transport infrastructure projects or corridor protection requirements.

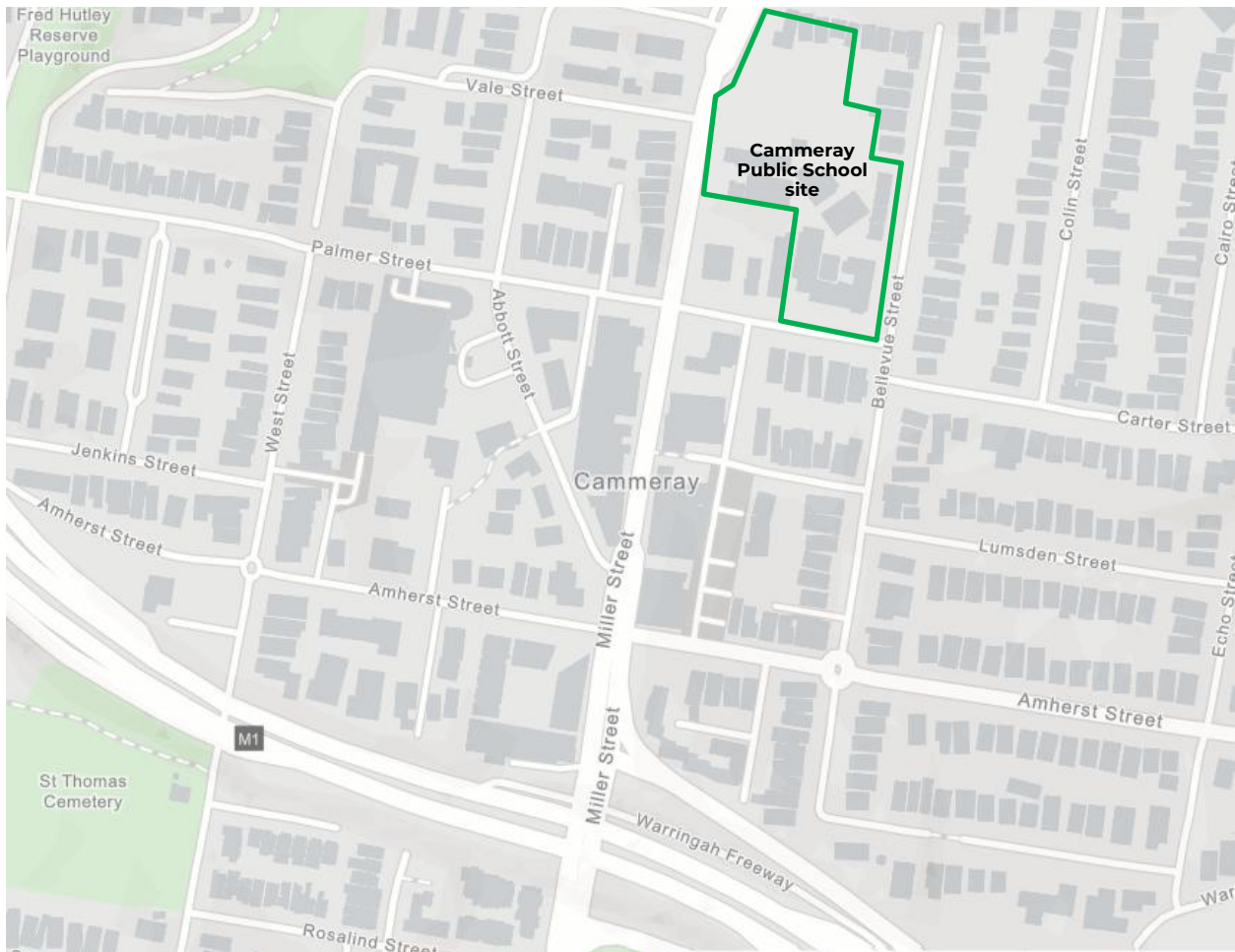


Figure 3-3 Corridor investigations near Cammeray Public School (source: TfNSW Corridor Projects)

### 3.3 The activity

The activity involves upgrades to the existing Cammeray Public School (CPS) to enhance educational facilities while maintaining the current enrolment capacity. The activity is being undertaken by the Department of Education (DoE) under Division 5.1 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and is classified as development permitted without consent under the State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP).

The activity aims to improve teaching spaces, accessibility, and school facilities while ensuring minimal disruption to the surrounding transport network and community.

#### 3.3.1 Components of the activity

The scope of the activity includes the following elements as illustrated in Figure 3-4:

- Construction of a new two-storey building accommodating four permanent teaching spaces comprising:
  - Two general learning spaces (GLS)
  - Two practical activity areas (PAA)
- New egress lift and stairs for access to improve accessibility.

- External covered walkways connecting the new building to the existing school network.
- Landscaping and compensatory planting to enhance outdoor areas.
- Upgrades to site infrastructure and services to support the new buildings
- Removal of 3 temporary (demountable) classrooms from the eastern side of the school
- Provision of 50 bicycle parking spaces to encourage active transport. This will support the reach mode share target identified for the school which will allow up to 7% of the school population to cycle to school.

The activity does not involve changes to:

- School enrolment capacity (the school will retain its classification as a 'large school' with 553-1,000 students).
- Existing vehicle access arrangements for staff, servicing, visitors and caregivers.
- Surrounding road infrastructure or school bus services.

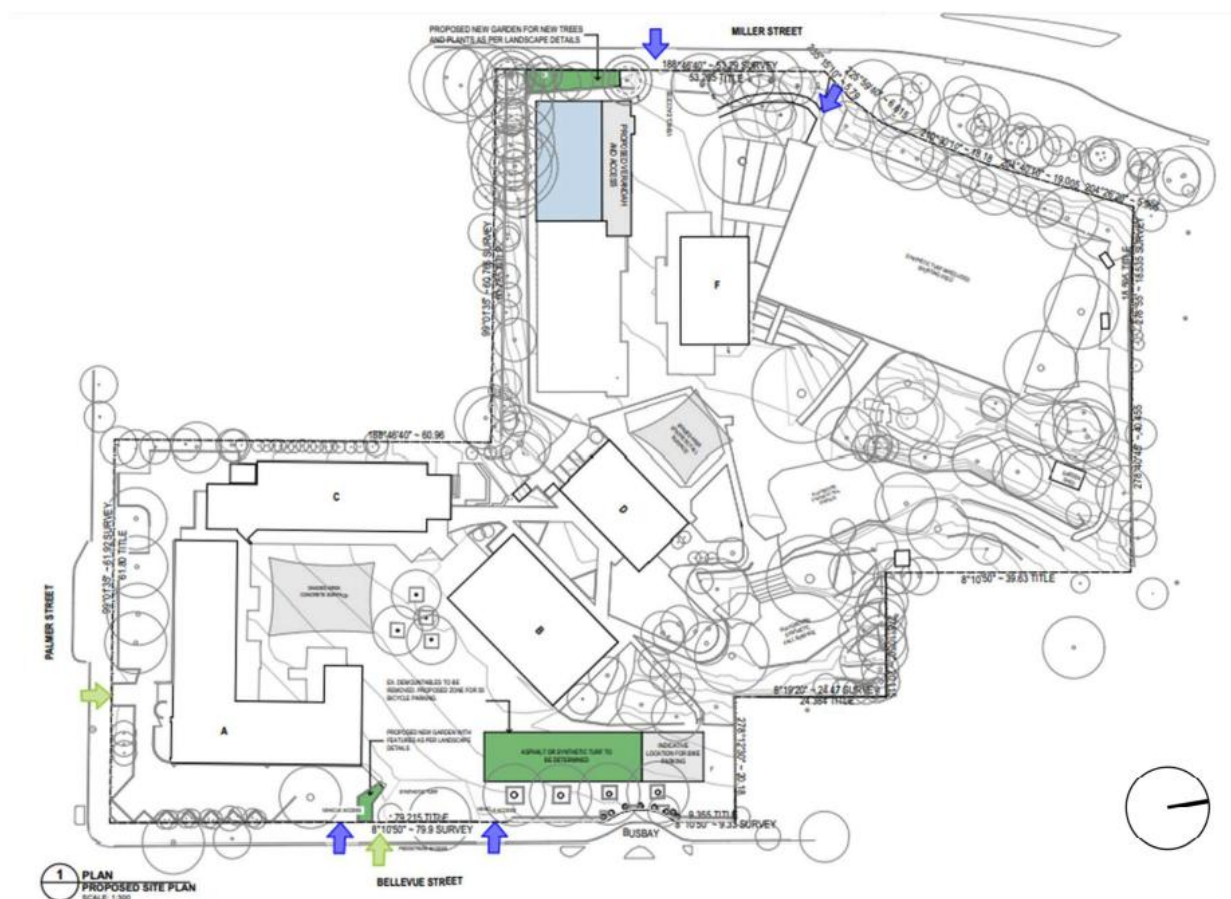


Figure 3-4 Proposed scope of works (Source: Fulton Trotter Architects, Proposed Site Plan (Rev P6))

### 3.3.1 Construction and implementation

NSW Department of Education (DoE) has indicated that the upgraded Cammeray Public School is expected to open mid July 2026. At this stage development timings remain tentative and are subject to adjustment over the course of the project life cycle.

The activity will be delivered in staged phases to minimise disruption to school operations and the local community. The construction methodology will ensure:

- Safe site access and temporary traffic management measures, if required.
- Minimal impact on pedestrian and vehicle movement in the surrounding area.
- Compliance with environmental and heritage considerations.

## 4 Traffic and Transport Assessment

This chapter assesses the potential traffic and transport impacts of the activity at Cammeray Public School (CPS). The assessment considers existing travel behaviour, road network conditions, parking availability, public and active transport connectivity, and potential cumulative impacts from planned developments or infrastructure projects.

### 4.1 Activity traffic impact

The assessment confirms that:

- There will be no increase in student or staff numbers, and therefore, no additional vehicle trips will be generated.
- Existing road infrastructure, public transport services, and parking arrangements remain unchanged.
- Active transport infrastructure will continue to support walking and cycling movements without requiring modifications.

Based on the assessment of existing conditions and the nature of the activity, it is concluded that the activity will not generate any additional traffic demand or impact the surrounding transport network. No further traffic impact analysis or mitigation measures are required.

### 4.2 Cumulative impacts

A review of planned future developments and transport network changes was undertaken in consultation with North Sydney Council, Willoughby City Council, and Transport for NSW (TfNSW) to assess potential cumulative impacts on traffic and transport.

#### 4.2.1 Background Growth

Background traffic growth for the Cammeray area has been derived from travel zone projections (see Table 4.1). The following travel zones were assessed for the population and employment growth in the area:

- Travel Zone 1900 (Cammeray\_West Street and Amherst Street)
- Travel Zone 1902 (Cammeray)

Based on the travel zone growth projection data, background traffic growth around CPS is expected to increase slightly over the next 15 years, at an annual rate of less than 0.5%.



Table 4-1 Travel zone growth projections in Cammeray

Land Use	2016	2021	2026	2031	Average yearly growth
<b>Population</b>	5613	5737	5797	5869	0.3%
<b>Employment</b>	1499	1622	1549	1555	0.2%

#### 4.2.2 Planned Developments

A review of North Sydney Council's Development Application (DA) Portal (2019–2024) identified nearby developments that could contribute to additional vehicle trips in the vicinity of CPS (see Table 4-2).

Table 4-2 Developments expected to generate additional trips in the vicinity of CPS

Location	DA Number	Development type and description	Total dwellings	New Trips
<b>69A Carter Street, Cammeray NSW 2062 (LOT: 6 DP: 18140)</b>	10.2020.00 000010.001	Demolition of existing dwelling and construction of four (4) multi dwelling housing units with basement parking.	4	2*
<b>18 Vale Street, Cammeray NSW 2062 (LOT: 2 DP: 737288)</b> <b>560 Miller Street, Cammeray NSW 2062 (LOT: 1 DP: 737288)</b> <b>562 Miller Street, Cammeray NSW 2062 (LOT: A DP: 328542)</b>	10.2022.000 00143.001	Demolition of existing structures and construction of a residential flat building of eight (8) apartments.	8	3
<b>314 West Street, Cammeray NSW 2062 (LOT: 1 DP: 10312)</b> <b>316 West Street, Cammeray NSW 2062 (LOT: 2 DP: 10312)</b>	10.2020.00 000021.001	Demolition of dwellings and construction of a multi-dwelling housing development comprising 7 units with basement parking.	7	3*
<b>451 Miller Street, Cammeray NSW 2062 (LOT: 3 DP: 224811)</b> <b>453 Miller Street, Cammeray NSW 2062 (LOT: B DP: 437004)</b> <b>453 Miller Street, Cammeray NSW 2062 (LOT: C DP: 437004)</b>	10.2022.000 00248.001	Demolition of existing buildings and works and construction of a mixed-use building comprising 12 units and one retail premise, with a basement, landscaping, and associated works.	5x Studio/1-bedroom 1x 2-bedroom: 1 apartment 6x 3-bedroom: 6 apartments Retail: 318m GFA	2
<b>34C Pine Street, Cammeray NSW 2062 (LOT: A DP: 342251)</b>	10.2024.00 000155.001	Demolition of existing residential flat building and construction of 4 storey plus basement flat building with 3 units, 6 off street car spaces and associated works.	3x 3 bedroom units	2

*\*Traffic generation was not provided in the development application, a trip generation of 0.5 per dwelling was applied as a conservative value based on information provided in the Guide to Traffic Generating Developments.*

#### 4.2.3 Conclusion

The cumulative impact of these developments on the local road network is negligible, contributing only 12 additional vehicle trips per peak hour. No state significant developments are planned in the area.

### 4.3 Planned transport infrastructure

#### 4.3.1 Warringah Freeway Upgrade

The Warringah Freeway Upgrade includes integrated transport network improvements that will enhance access for pedestrians, cyclists, and public transport users. Key elements include:

- New and upgraded footpaths and cycleways spanning approximately 2.5km, improving connectivity to and from CPS.
- A new dedicated bus lane from Miller Street to the Sydney Harbour Bridge, enhancing public transport efficiency.

These improvements will support active and public transport accessibility for CPS students and staff, aligning with broader transport planning objectives.

#### 4.3.2 North Sydney Council's 40km/h HPAA Shared Zone

North Sydney Council has proposed a 40km/h High Pedestrian Activity Area (HPAA) Shared Zone around Cammeray Public School as part of its 40km/h and 10km/h Shared Zone Masterplan. Key details include:

- Introduction of a 40km/h speed zone around the school to improve pedestrian safety.
- Enhanced pedestrian crossings and traffic-calming measures to support active transport.
- Construction is expected to be completed by the end of 2024.

This planned pedestrian and cycling infrastructure improvements align with the objectives of the activity and will support active transport choices for students and staff.

### 4.4 Conclusion

- The activity will not generate additional traffic demand or require modifications to existing transport infrastructure.
- The background traffic growth and planned developments in the area will result in minimal cumulative impacts, with only 12 additional peak-hour vehicle trips anticipated.
- The Warringah Freeway Upgrade and 40km/h HPAA Shared Zone will enhance pedestrian, cycling, and public transport accessibility, aligning with the objectives of the activity.
- No additional mitigation measures are required as part of the REF assessment.

# 5 Construction traffic and pedestrian management

Effective traffic and pedestrian management is essential during the construction period to ensure safety, minimise disruptions, and maintain smooth movement for all road users, including pedestrians, cyclists, and vehicles. The Construction Traffic and Pedestrian Management Plan (CTPMP) will outline strategies to mitigate construction impacts while ensuring compliance with regulatory requirements and maintaining accessibility to the school and surrounding areas.

The following key traffic management principles should guide the construction phase to address safety, operational efficiency, and environmental considerations

## 5.1 Proposed works location

The upgrade of Cammeray Public School requires construction vehicle access and construction management planning from both Miller Street and Bellevue Street (see **Figure 5-1**).

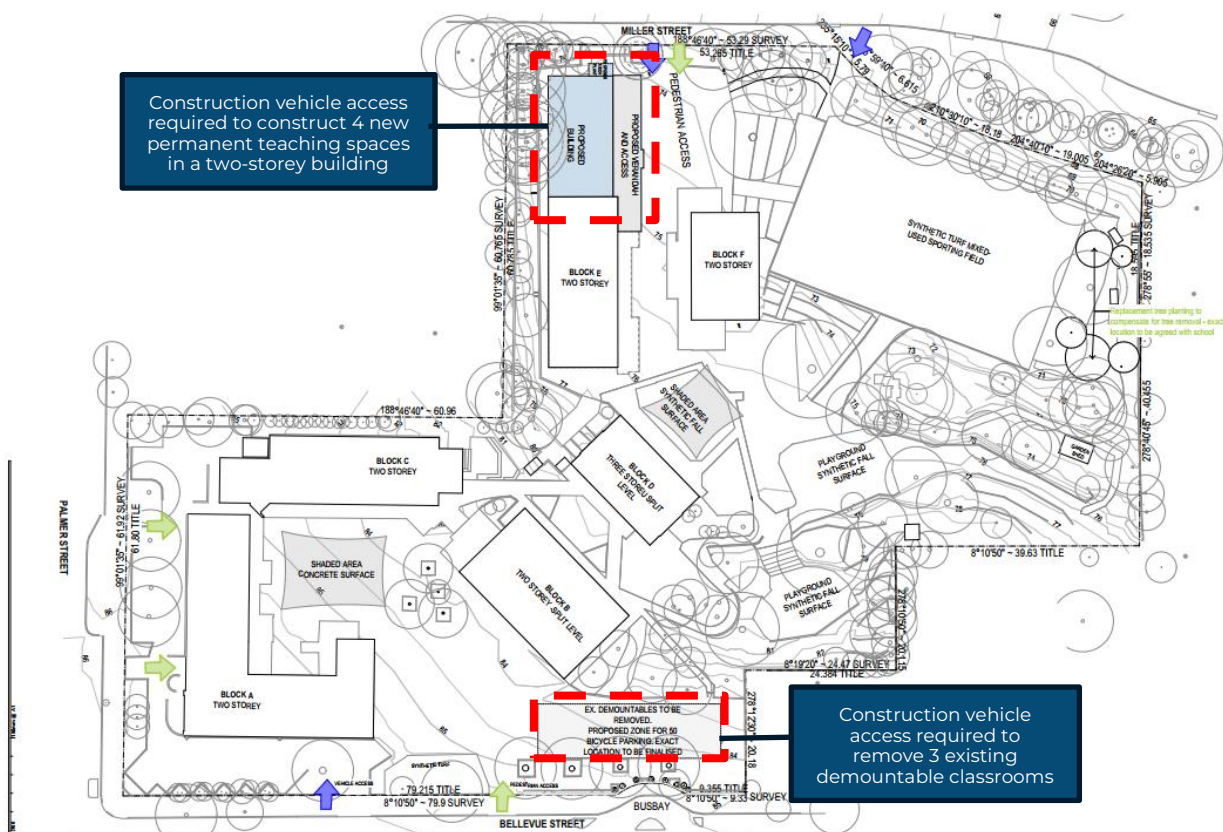


Figure 5-1 Construction vehicle access points

## 5.2 Proposed access route school

Access routes for construction vehicles to Miller Street and Bellevue Street are shown in **Figure 5-2**. Vehicles accessing the school are expected to travel along the Warringah Freeway before turning onto Miller Street.



Under the Heavy Vehicle National Law (HVNL), vehicles exceeding general mass limits must obtain a permit to use local roads. As a result, permits will be required for Miller Street, Palmer Street, and Bellevue Street during the construction period.

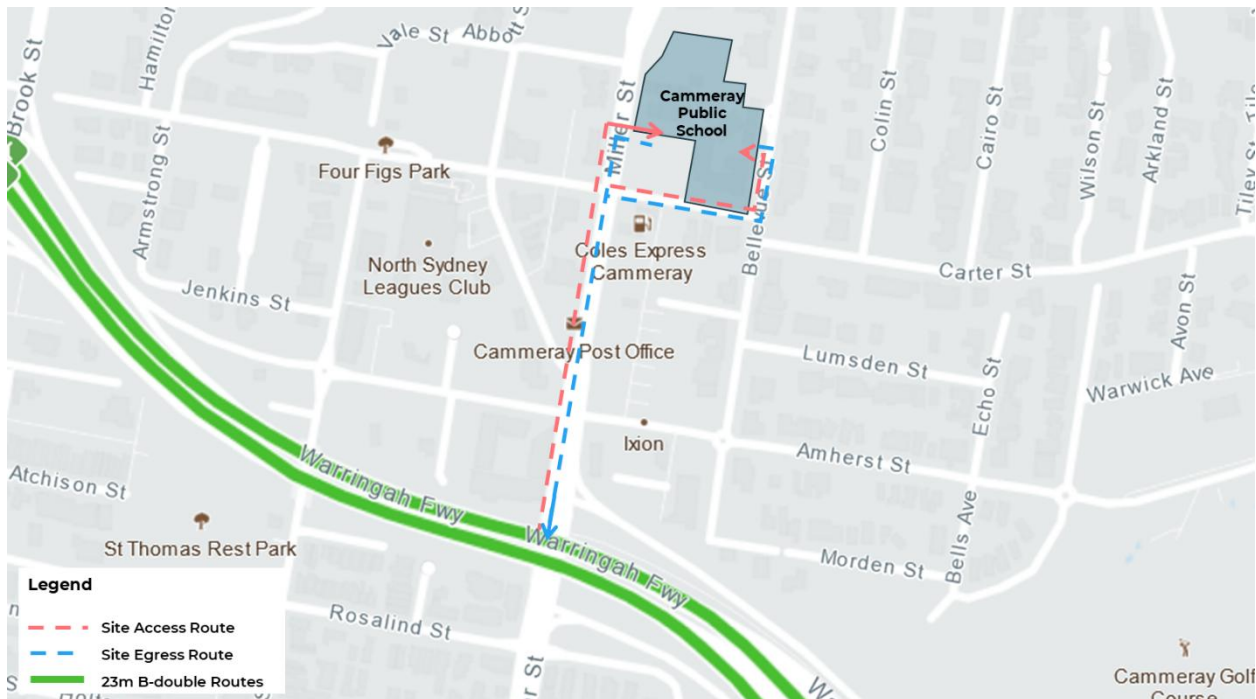


Figure 5-2 Access route for heavy vehicles

### 5.3 General principals

During construction, effective traffic and pedestrian management is essential to ensure safety, minimise disruptions, and maintain smooth traffic flow. The following principles should guide traffic management throughout the construction period:

#### 1. Planning and Coordination

- Develop a detailed Construction Traffic and Pedestrian Management Plan (CTPMP) prior to the commencement of construction.
- Coordinate works with local government, law enforcement, and relevant transport authorities to ensure compliance with regulations and standards.

#### 2. Communication

- Provide timely information to the public regarding construction schedules, road closures, and alternative routes through multiple communication channels.

#### 3. Construction Impact Mitigation

- Minimise disruptions to all road users, including pedestrians, cyclists, and vehicles.
- Restrict construction and delivery vehicle movements to the hours outside of bell times, one hour before and after AM and PM bell times respectively.
- Ensure continued access for properties, vehicles, pedestrians, and cyclists, with suitable alternative arrangements implemented where necessary.
- Phase construction activities to minimise traffic impacts.
- Detailed CTPMP will be submitted by the main contractor prior to commencement of construction.

#### 4. Temporary Traffic Control Devices and Signage

- Install clear, consistent, and visible signage to guide road users safely through detours and work zones.
- Use barriers and cones to delineate work zones and guide traffic effectively.
- Provide traffic control to manage and regulate traffic movements during construction.

## 5. Monitoring and Adaptation

- Continuously monitor traffic conditions and the effectiveness of traffic management strategies.
- Be prepared to make adjustments based on real-time traffic conditions and emerging challenges.

## 6. Incident Management

- Develop and communicate an emergency response plan to address accidents or unforeseen incidents promptly.
- Implement protocols for rapid incident clearance to minimise disruption to road users.

## 7. Environmental Considerations

- Implement measures to manage and mitigate environmental impacts, including noise, dust, and other disturbances, to minimise disruptions for nearby residents and businesses.

### 5.4 Proposed working hours

The construction workforce is expected to fluctuate depending on the stage of construction and associated activities. Construction works should adhere to the standard working hours as defined by both the NSW Environment Protection Authority (EPA) and the State Environmental Planning Policy (SEPP) for complying developments, as follows:

- Monday to Friday: 7:00 am to 6:00 pm
- Saturday: 8:00 am to 1:00 pm (EPA Standard)
- Saturday: 7:00 am to 5:00 pm (*Complying Development SEPP*)
- Sunday and Public Holidays: No work permitted.

Adhering to these specified working hours will help minimise the impact of construction activities on the surrounding community and ensure compliance with both environmental regulations and planning requirements.

### 5.5 Construction vehicle access

Based on the proposed construction access point for Cammeray Public School, a small rigid vehicle (SRV) and medium rigid vehicle (MRV) is able to access the site, turn around and exit the site. Swept paths for and SRV and MRV entering and leaving the site are shown in **Figure 5-3** and **Figure 5-4**. Access for any vehicle larger than a medium rigid vehicle will be managed as outlined in the detailed construction traffic and pedestrian management plan to be submitted by the main contractor, if required.

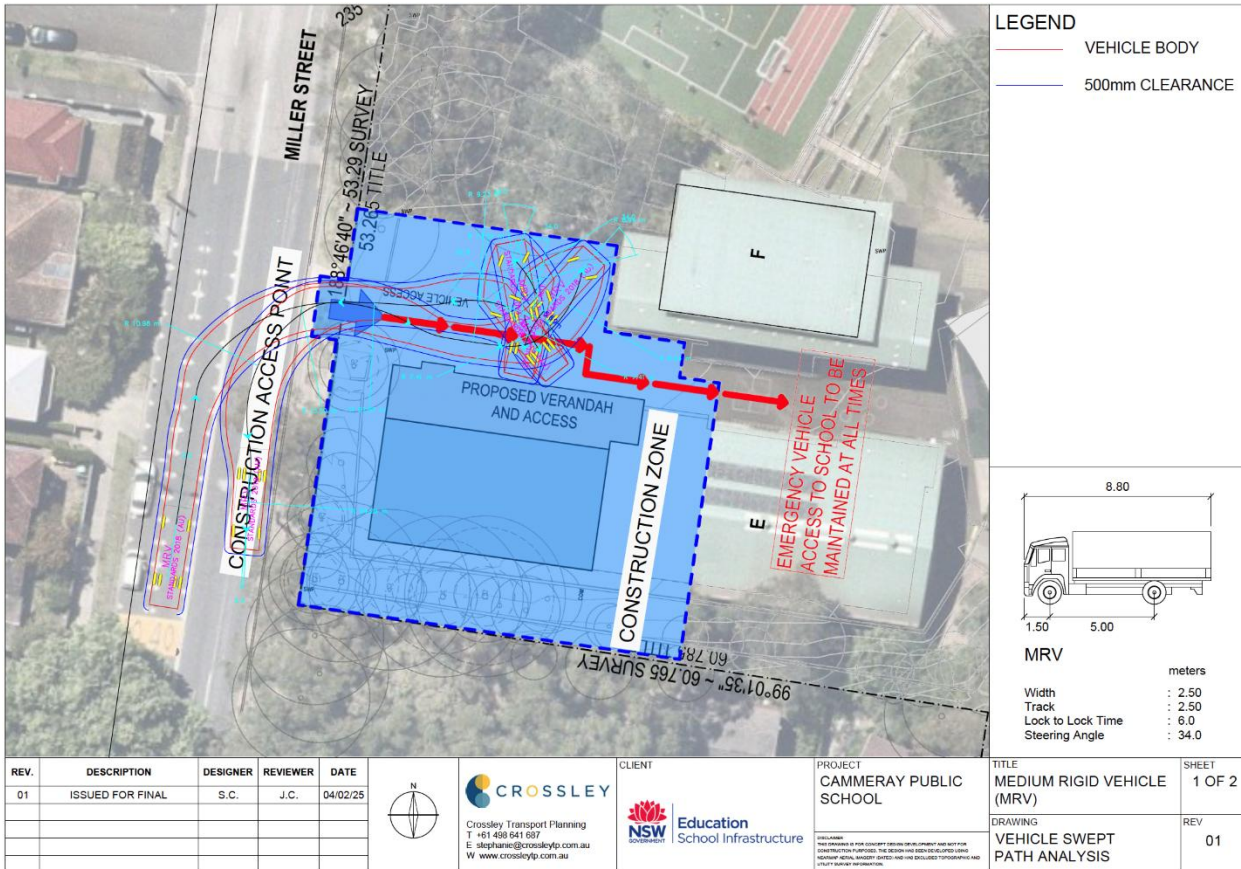


Figure 5-3 Swept path for a SRV turning in and out of the site

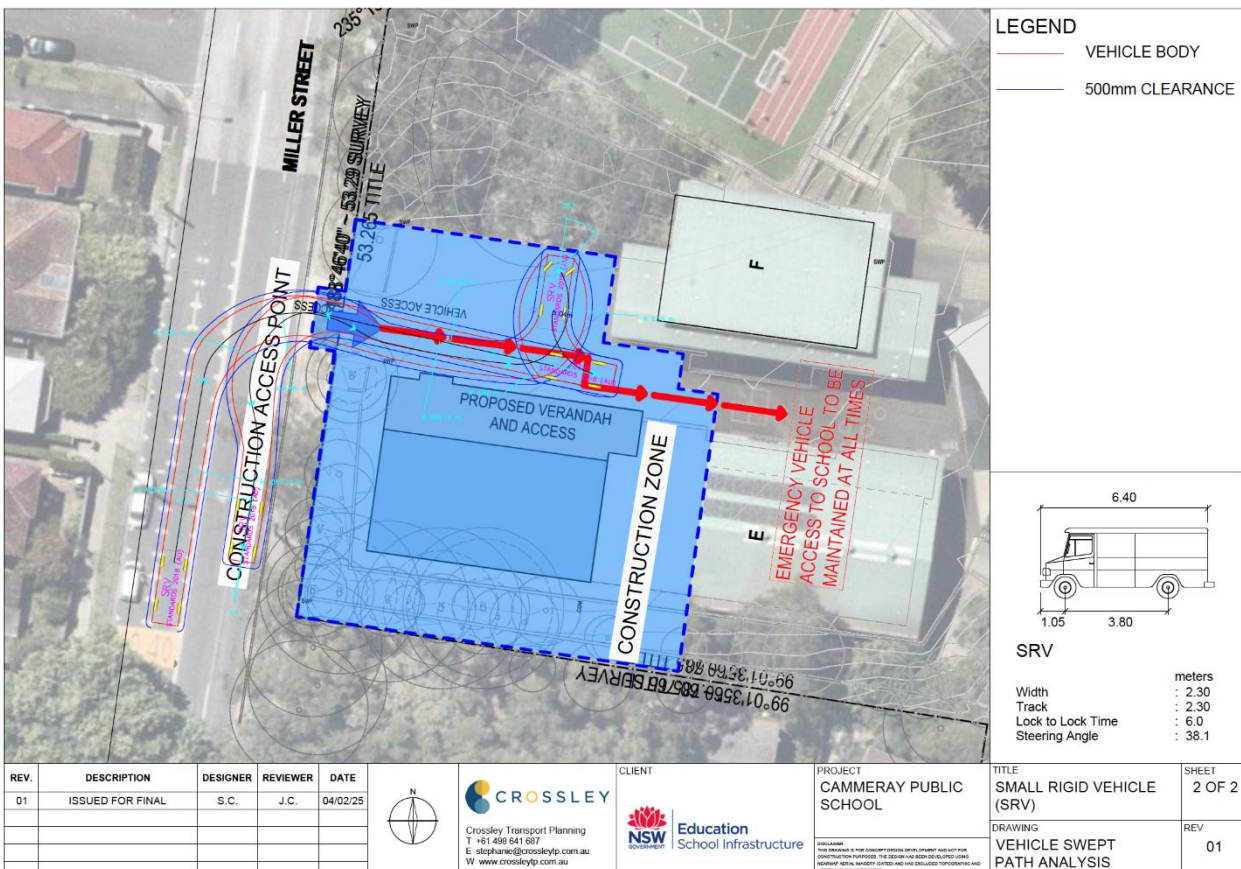


Figure 5-4 Swept path for a MRV turning in and out of the site



## 6 Conclusion

This report has assessed the traffic and transport impacts of the activity at Cammeray Public School (CPS), considering existing conditions, cumulative impacts, and planned future infrastructure. The assessment aligns with the requirements of the State Environmental Planning Policy (Transport & Infrastructure, 2024) and confirms that the activity will not generate any adverse impacts on the surrounding transport network.

### 6.1 Key Findings

- The activity will not generate additional traffic, as student enrolment capacity and staff numbers remain unchanged.
- Existing pedestrian, cycling, and public transport infrastructure will continue to support sustainable school travel, with planned improvements enhancing active transport accessibility.
- Future transport infrastructure projects, including the 40km/h High Pedestrian Activity Area (HPAA) Shared Zone and the Warringah Freeway Upgrade, will further support safe and sustainable access to the school.

### 6.2 Recommendations

To support sustainable travel behaviour and improve transport access, it is recommended that the Department of Education (DoE) collaborate with:

- Cammeray Public School,
- Transport for NSW (TfNSW), and
- North Sydney Council (NSC).

This collaboration should focus on:

- Developing and implementing a School Travel Plan to actively encourage walking, cycling, and the use of public transport.
- Promoting the use of new bicycle parking facilities by supporting cycling initiatives, such as bike education programs and safety workshops for students.
- Encouraging active transport through school travel planning and behavioural change programs.
- Monitoring future pedestrian and cycling network improvements to enhance connectivity for students.
- Ensuring alignment with broader transport initiatives to support safe and sustainable school travel.

Through proactive engagement and coordination, these measures will contribute to a safer, more accessible environment that encourages more students to walk, cycle, and use public transport, while maximising the benefits of new bicycle facilities at the school.

