

Alexander Scott
Acting Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Alex Hill

Dear Mr. Scott

**SSD 9313 Macquarie University New Office and Laboratory Building
8-12 University Avenue, Macquarie University**

Thank you for your email dated 14 January 2019 inviting Transport for NSW (TfNSW) to review and comment on the subject proposal.

The documentation in support of the proposal has been reviewed and the comments are provided in details as outlined in **Attachment A**. The recommended conditions of consent are provided in **Attachment B** for consideration.

Thank you again for the opportunity of providing comments on the subject application. For further information or clarification regarding this matter, please contact Billy Yung, Senior Transport Planner, at Billy.Yung@transport.nsw.gov.au.

Yours sincerely



18/2/2019

Mark Ozinga
**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD19/01134

Right turn movement from University Avenue onto Herring Road

Comment:

The Transport Assessment report makes reference to the Macquarie University Gateway Project that includes the removal of right turn movements from University Avenue onto Herring Road. This movement is currently restricted with “Buses Only” permitted.

Recommendation:

It is requested that if any further restriction or change is proposed at this intersection, an analysis of traffic and transport impacts, in particular buses, must be carried out and a TCS plan (incorporating any proposed changes) would need to be submitted to Roads and Maritime Services for formal approval.

Macquarie University Concept Plan

Comment:

Table 5 of the Transport Assessment report states the condition (Condition B5 of the Macquarie University Concept Plan) relating to the provision of adequate setbacks along Balaclava Road and Waterloo Road to facilitate additional capacity improvements and bus priority is closed out. It is noted that a modification (MP 06_0016 MOD 1) was determined in November 2018 and Condition B5 has been amended.

Recommendation:

The current Condition B5 requires the relevant drawing of *University Avenue Revised Concept Plan* be endorsed by Council. It is requested that the applicant should consult Council, as the local Roads Authority, to confirm if this condition has been adequately addressed.

Comment:

The Transport Assessment report makes reference to a 40% non-car mode share to be adopted for the academic and non-academic uses on the site. This target is considered to be outdated. It is noted from the documentation of the current Concept Plan (MP 06_0016 MOD 1) that a revised non-car mode share target of 62% is recommended to ensure that any future development and the University Travel Plan consider the sustainable transport requirements to support the higher non-car mode share target.

Recommendation:

It is requested that the Transport Assessment report be revised and updated to reflect the non-car mode share target as recommended in the current Concept Plan (MP 06_0016 MOD 1).

Bus services on University Avenue

Comment:

Bus services are operating along University Avenue and bus stops are also located on this site frontage. The proposed changes along University Avenue have the potential to impact the existing bus service and operation.

Recommendation:

It is requested that minimal construction traffic movements to and from the site during peak hours and to avoid the use of construction vehicles along University Avenue. It is also requested that any bus stop closures or bus service changes required throughout the proposed works period should be done in consultation with the Sydney Coordination Office within TfNSW.

Construction Traffic Impact and Management

Comment:

The Transport Assessment report includes a preliminary Construction Traffic Management Plan that outlines the how the demolition and construction activities will be managed. It is noted that several construction projects within Macquarie Park precinct are likely to occur at the same time as the proposed development. The cumulative increase in construction vehicle movements from these projects could have the potential impact on general traffic and bus operations, as well as the safety of pedestrians and cyclists particularly during the commuter peak periods.

Recommendation:

It is requested that the applicant be conditioned to prepare a detailed Construction Pedestrian and Traffic Management Plan to identify potential issues and propose mitigations as necessary.

Framework Green Travel Plan

Comment:

It is considered that the Framework Green Travel Plan (FGTP) provides limited, non-specific measures to meet mode share targets. The FGTP states that its primary purpose is to achieve the target mode split for journey to work trips of 40% public transport/60% private vehicle. These mode share targets are considered to be outdated and should be revised according to the target as recommended in the latest Concept Plan.

Recommendation:

It is recommended that the applicant be conditioned to develop a comprehensive Workplace Travel Plan prior to occupancy. The Workplace Travel Plan need to stand as a discrete document and the content relating to potential measures should be developed in collaboration with the occupants.

Documentation consistency

Comment:

Section 4.5 of the Transport Assessment report indicates that cars enter the basement car park via the existing roundabout on University Avenue at the eastern end of the site. However, in Section 5.3 and Figure 15 of the report, it is indicated that a new roundabout would be provided at the site access point at the eastern end of the site whereas there is no indication of changes would be made to the existing roundabout where University Avenue and Research Park Drive meet. This information is not consistent with that shown in the DA drawings.

Recommendation:

It is requested that the above be clarified and documentation revised as necessary.

Recommended Conditions of Consent

Road Safety Audit

Prior to issue of construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) shall be undertaken of the proposed modified access points and pedestrian crossing on University Avenue. The proposed design shall address any deficiencies identified within the RSA.

Workplace Travel Plan

Prior to occupancy, a comprehensive Workplace Travel Plan (WTP) should be developed. The WTP should include specific measures to address progressive mode share targets that promote an increased proportion of travel by sustainable modes of transport. The content of the WTP relating potential measures should be developed in collaboration with known occupants. The WTP must be implemented accordingly and updated annually.

Construction Traffic and Pedestrian Management Plan

Prior to the commencement of any construction works, a detailed Construction Traffic and Pedestrian Management Plan (CTPMP) shall be prepared, in consultation with the Sydney Coordination Office (SCO) within Transport for NSW, approved by Council and submitted to the satisfaction of the Certifying Authority. The CTPMP should be endorsed by SCO prior to any construction activity on site and take into account the potential impacts of the proposed works on bus operations adjacent to the site.

The CTPMP must specify, but not be limited to, the following:

- Traffic and public transport customer management in the vicinity of the development;
- Location of all proposed work zones;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number and type of construction vehicle movements including volume, time of day and truck routes.
- Construction program highlighting details of peak construction activities and proposed construction 'Staging';
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects in the Macquarie Park precinct including other developments within Macquarie University. Should any impacts be identified, the duration of the impacts;
- Details/staging of construction of the new roundabout on University Drive and how bus services will be managed;
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.