



Department of Planning, Industry & Environment
GPO Box 39
Sydney NSW 2001

ATTN: Megan Fu

Dear Madam/Sir

Major Projects – New Request for Advice - Western Sydney University Bankstown City Campus (SSD-9831) (Canterbury-Bankstown)

Thank you for your correspondence via ePlanning Portal (ref: PAE-1033) dated 1 November 2019 requesting Transport for NSW (TfNSW) to provide advice in relation to the subject development. Please accept this letter as a joint response from Transport for NSW (TfNSW) and Roads and Maritime Services (Roads and Maritime).

Western Sydney University has submitted a State Significant Development Application to construct a stand-alone vertical campus building that will facilitate the relocation of teaching, research and staff facilities currently located at the WSU Bankstown Campus at Milperra.

The site is located within the 'Civic Precinct' of the Bankstown CBD, situated on the southern side of Rickard Road, between the Bankstown Library & Knowledge Centre (to the west), and Bankstown Civic Tower (to the east). The site currently provides open lawn space and at grade public parking.

The supporting documentation provided in support of the State Significant Development has been reviewed, and TfNSW comments are provided in **Attachment A**.

Please note for future reference; Transport for NSW requests any further correspondence concerning this subject be sent to development@transport.nsw.gov.au referencing **CD19/08883** in the subject line.

If you require further clarification regarding this matter, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, via email at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

28/11/2019

Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

Objective Reference: CD19/08883

Transport Management and Accessibility Plan

Section 4.1.2 The Appian Way

Comment

It is noted that an area has been allocated on the Appian Way for pick up and drop off. However, no indication has been provided of the number of vehicle spaces within the zone. Nor has there been an analysis of the adequacy of the pick up and drop off zone to cope with the amount of traffic that may be generated in the zone at the end of class times and other peak periods. There is concern that the loading zone on Rickard Road may be utilised as an ad hoc waiting bay should the pick up and drop off zone on the Appian Way prove to be inadequate for demand. It is noted that it is common at other educational facilities for vehicles to wait for passengers in such zones.

Recommendation

The applicant is requested to:

- Indicate the number of spaces available in the pick up and drop off zone on the Appian Way;
- Provide an assessment of the number of vehicles likely to utilise the pick up and drop off zone at the end of class times and other peak periods, showing that the zone is adequate for the anticipated demand; and
- Provide information on how the pick up and drop off zone will be managed to prevent vehicles waiting in the zone.

Section 6.1 Workplace and green travel plan

Comment

TfNSW advises that it supports the applicant's proposal to encourage the use of non-car transport options to access the campus.

It is crucial that the development has a robust Travel Plan which sets out actions to achieve the mode share targets. Consideration might be given to prioritising some car parking spaces for car share/car pool use only.

With many students living within a 2km and 5km radius of the site, it is recommended that more secure cycle parking spaces and end of trip facilities be provided to encourage trips by walking and cycling. Only 32 secure spaces in the basement for staff are proposed as well as 100 spaces in the public domain. It's not clear if lockers and showers will be available for use by students as well. Consider increasing the number of secure spaces and enabling both staff and students to access secure spaces and end of trip facilities.

Recommendation

TfNSW requests that the applicant be conditioned as follows:

The applicant shall prepare a Travel Plan, in consultation with TfNSW, for the proposed development which must be approved by TfNSW prior to the issue of the first Occupation Certificate.

Attachment A – Transport for NSW and Roads and Maritime Services Comments

The Travel Plan should:

- Support both students and staff and any other tenants to prioritise access to the site by public and active transport and minimise the proportion of single-occupant car journeys to the site;
- Include a Travel Access Guide – site accessibility by public and active transport and access arrangements for end of trip facilities and bicycle parking, should also include access for servicing;
- Establish mode share targets for occupation and outline robust actions to achieve these targets;
- Appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan;
- Nominate the party/parties responsible for implementing the actions in the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets; and
- Include an annual review process, supported by a Travel Survey to determine if mode share targets and other actions of the Travel Plan are being achieved.

Appendix A – Swept path analysis

Comment

Plans show that card readers will be used for access to the basement area. It appears from the plans that vehicles will need to travel to the contraflow direction to access the relevant card reader. This will present a safety issue when vehicles require access and egress at the same time.

Recommendation

It is recommended that the design of the basement vehicle entry be reviewed and if necessary re-designed to allow for a central median that will accommodate both entry and egress card readers, thus eliminating vehicle conflict.

Comment

The swept path diagrams provided (SKT0016) suggest a potential vehicle conflict point as vehicles simultaneously enter the access road from Rickard Road and exit the access road to Rickard Road.

Recommendation

A swept path diagram should be provided showing that the two largest vehicles expected to access the site are able to enter and exit simultaneously without conflict. If simultaneous entry and exit of the largest vehicles is not possible, the proponent should demonstrate how this conflict will be managed (eg potential splays at the access road could be modified to accommodate these movements).

Comment

Drawing SKT0017 appears to show the swept path of the MRV encroaching on the shared pedestrian zone as it leaves the deceleration lane on Rickard Road and enters The Appian Way.

Recommendation

Attachment A – Transport for NSW and Roads and Maritime Services Comments

The splays on The Appian Way should be reviewed and if required widened to prevent encroachment and a revised swept path diagram provided to show that this encroachment is eliminated.

Attachment A – Transport for NSW and Roads and Maritime Services Comments

Appendix C – Preliminary Construction Pedestrian and Traffic Management Plan

Comment

There appears to be a Preliminary Construction Pedestrian and Traffic Management Plan attached to the Transport Management and Accessibility Plan (Appendix C - prepared by ARUP) and there is a separate Preliminary Construction Management Plan (prepared by Archerfield Partners Pty Limited - Archerfield). As the Archerfield document refers to the ARUP document all references to the "CTMP" will be based on the ARUP document attached to the end of the Transport Management and Accessibility Plan.

Recommendation

The CTMP will need to be formally sent to Roads and Maritime (through Council) for formal approval. No construction works are permitted to commence until Roads and Maritime have formally approved the CTMP.

General Comments and Recommendations

Comment

Roads and Maritime is currently undertaking a program to implement "Clearways" on State roads within Sydney.

Recommendation

Full time No Stopping restrictions are to be implemented along the full Rickard Road frontage of the development site (with the exception of the loading zone). This restriction should be implemented prior to the commencement of any demolition works relating to the proposed development. Prior to the installation of the parking restrictions the applicant is to contact Roads and Maritime for a works instruction. Roads and Maritime may, in the future, supplement the No Stopping restriction with Clearways.

Comment

TMAP Table 2: Bankstown bus frequency lists the route number for buses that provide access to the proposed site, along with peak, off-peak and weekend frequency of services.

It is advised that:

- Route 962 was altered approximately 12 months ago, and no longer operates to Bankstown.

Recommendation

Applicant needs to update the TMAP and any subsequent analysis effected by this change.