



University of Sydney Health Precinct Stage 1 Transport and Accessibility Assessment

Client // Laing O'Rourke Australia
Office // NSW
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Stage 1

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Quality Record

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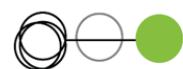


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1. Introduction

1.1 Background

The University of Sydney (USYD) is proposing to develop the Health Precinct within the University of Sydney Camperdown campus. The Health Precinct will provide a world class multi-disciplinary research and education precinct with a strong connection to the Camperdown campus of the University as well as Royal Prince Alfred Hospital (RPAH).

The proposal includes Stage 1 of the Health Precinct and involves the construction of a new eight-storey building complex. The building will accommodate teaching and learning facilities for the health science, nursing and midwifery faculties and medical consulting suites. It is understood that the facility will accommodate up to 683 full time staff and 2,636 students.

The proposal includes the removal of Blackburn Circuit (an internal road within the University) and the provision of a drop off/pick up turn around facility on Western Circuit, as well as the provision of 30 car spaces and a dedicated loading dock, both accessed via Western Avenue.

Further detail regarding the proposal is presented in Section 2.3 of this report.

1.2 Purpose of this Report

The University of Sydney has requested and received the Secretary's Environmental Assessment Requirements (SEARs) for the proposal. The SEARs set out the assessment requirements for the project, including the preparation of a Transport and Accessibility Assessment.

In July 2017, GTA was engaged by Laing O'Rourke to undertake this Transport and Accessibility Impact Assessment. This report presents the findings of that assessment and in particular addresses the SEARs requirements related to Transport and Accessibility.

Table 1.1 on the following page lists the SEARs requirements and the corresponding sections of the report where these are addressed.

1.3 References

In preparing this report, reference has been made to the following:

- an inspection of the site and its surrounds by Tim De Young
- plans prepared for the proposal by Billard Lease Partnership
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- the University of Sydney Campus Improvement Program Pedestrian and vehicle movement summary report by Arup 2016
- the Access Strategy Assessment prepared by Arup (December 2013)
- the SEARs requirements relating to the proposal as outlined above
- other documents and data as referenced in this report.

Table 1.1: SEARs and Relevant Report Sections

SEARs comment	GTA Response
Accurate details of the current daily and peak hour traffic, public transport, pedestrian and cycle movements and existing traffic and transport facilities provided within the vicinity of the site	Section 4.1
Details of the provision of the current staff and visitor parking on site	Section 2.1
An assessment of future transport needs associated with the development, including a clear understanding of the travel task for all modes at different times of the day (peak and off peak) and weekends	Section 4.2
An estimate of the total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and cycle trips;	Section 4.2
The adequacy of public transport to meet the likely future demand of the proposed development;	Section 4.2.3
Preparation of a Green Travel Plan that outlines proposals to encourage sustainable travel choices and details programs for implementation;	Section 4.2.3
The daily and peak vehicle movements impact on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for upgrading or road improvement works (if required);	Section 4.2.1
The proposed access arrangements and measures to mitigate any associated traffic impacts and impacts on public transport, walking and cycling;	Section 2.3.4
The proposed car and bicycle parking provision, including consideration of the availability of public transport and the requirements of the relevant parking codes and Australian Standards	Section 4.2.2 & Section 4.2.5
Proposed location of pedestrian and bicycle facilities in secure, convenient, accessible areas close to main entrances that incorporate lighting and passive surveillance;	Section 4.2.5
Service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times)	Section 4.2.6
Assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact. This plan shall include details of vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.	Section 4.2.6

2. Overview

2.1 Site Location

The subject site is located on the western end of the University's Camperdown campus and is directly adjacent to the Royal Prince Alfred Hospital (RPAH).

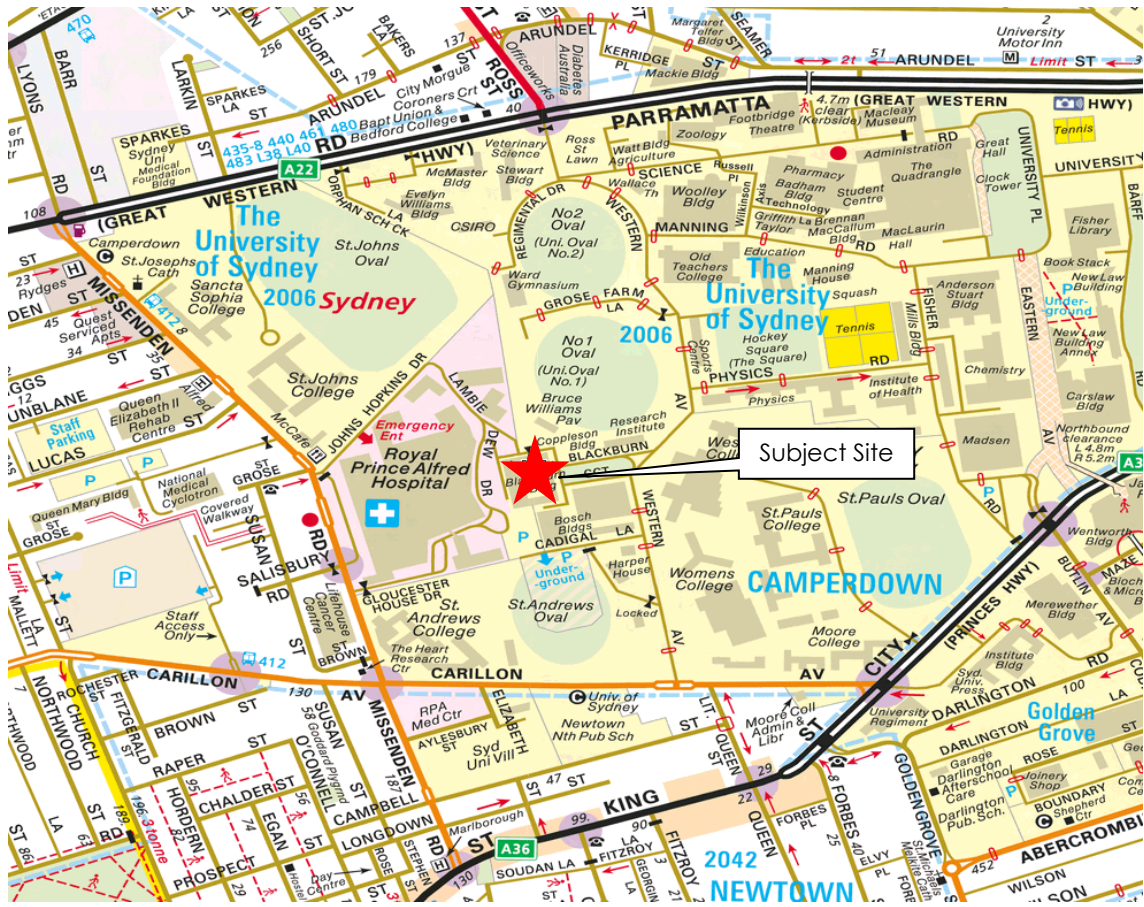
The site of approximately 13,000sq.m currently has a land use classification as an education establishment and is currently occupied by the Blackburn Building. To the south of the Blackburn Building is the Bosch Building 1B and to the immediate east is the Bosch Building 1B. These buildings are to become part of the overall Health Precinct in subsequent stages.

It is understood that the Blackburn Building is currently used by the University of Sydney medical faculty administration. The site currently has 8 car spaces with vehicular access via Western Avenue. The site also has rear vehicular access from John Hopkins Drive via RPAH land however there is no through vehicular link across the site. It is understood there is a loading area within the Blackburn Building site accessed via Western Avenue, with occasional service vehicles also servicing the site from the rear access. There is a loading area within the Bosch site to the south of the Blackburn Building.

The surrounding buildings or land other than that of the RPAH are Wesley College which is a residential college and sporting grounds with accompanying pavilions/rooms.

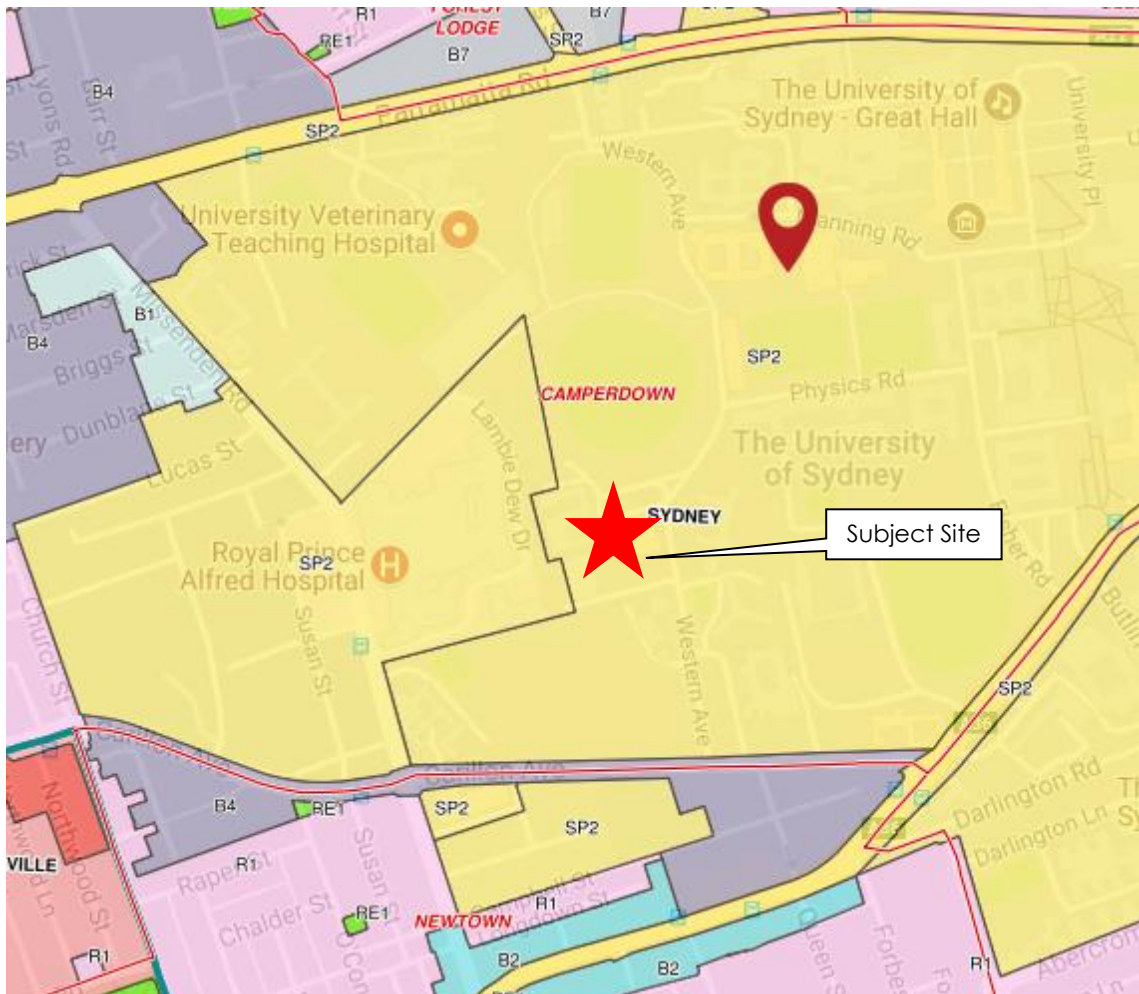
The location of the subject site and its surrounding environs is shown in Figure 2.1, Figure 2.2 and Figure 2.3.

Figure 2.1: Subject Site and Its Environs



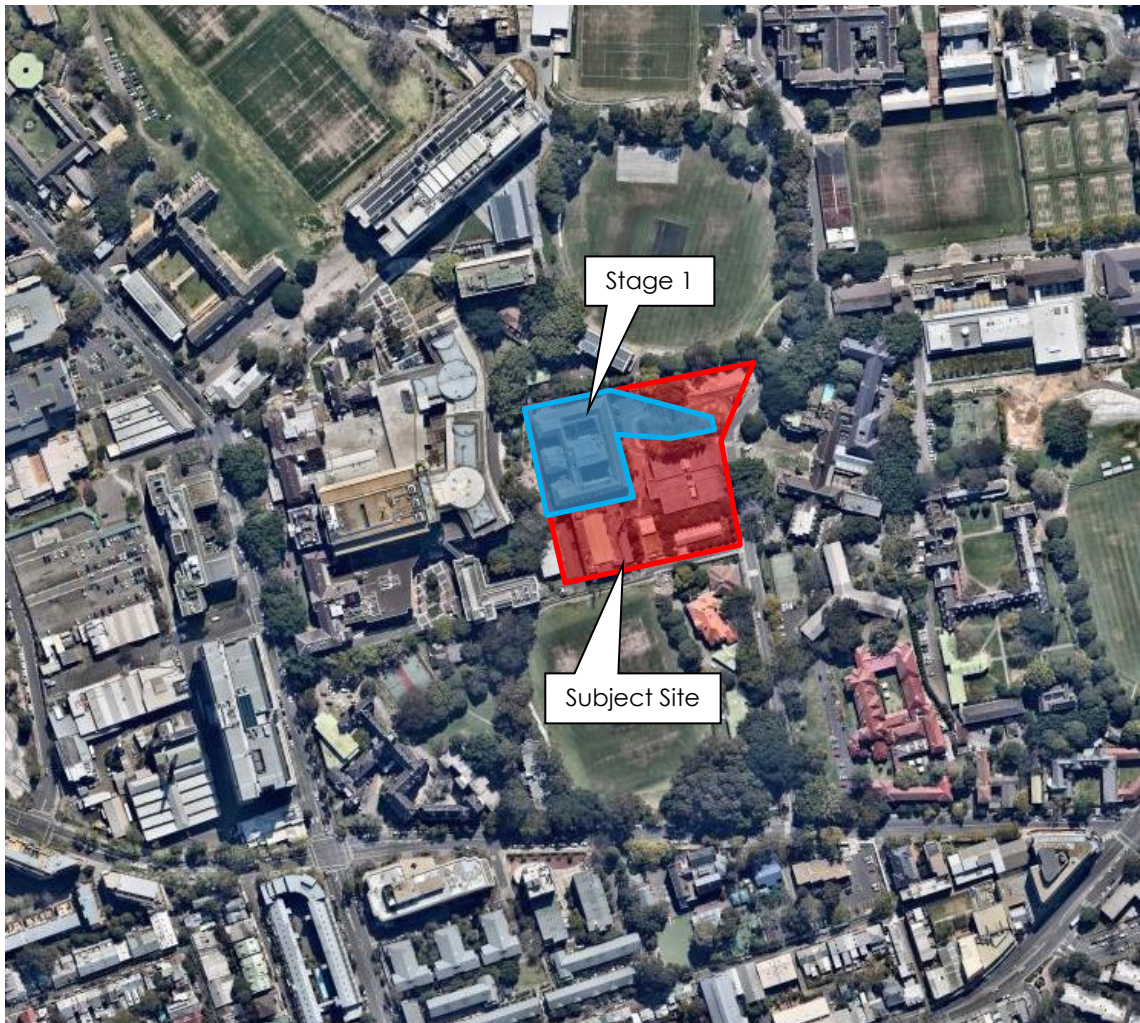
(Reproduced with permission from Sydway Publishing Pty Ltd)

Figure 2.2: Existing Land Zoning



Source: https://www.planningportal.nsw.gov.au/find-a-property/property/3501734_96-148_City_Road_1_Darlington_DP790620, accessed 7 July 2017

Figure 2.3: Aerial Photo of Subject Site and Its Environs



(Reproduced with permission from NearMap)

2.2 Road Network

2.2.1 Adjoining Roads

Parramatta Road

Parramatta Road is classified as a State Road in the Roads and Maritime Schedule of Classified Roads. It is the major road to the north of the site and is aligned in an east/west direction.

Parramatta Road is configured with two lanes in each direction and one additional lane that acts as a bus lane between the hours of 6:00am – 10:00am and 3:00pm – 7:00pm. It has a speed limit of 60km/hr and carries approximately 30,000 vehicles per day(vpd) in the eastbound direction and 21,000vpd in the westbound direction¹.

Kerbside parking is permitted outside of bus lane times and is unrestricted on the south side of the road, it is subject to 1-hour time restrictions on the north side.

¹ Referenced from <http://www.rms.nsw.gov.au/about/corporate-publications/statistics/traffic-volumes/aadt-map/index.html/?z=6>