

4.2.4 Pedestrian Movements

The proposed USYD Health Precinct will help improve pedestrian accessibility for the students and staff to the site. With the development of the new building, it will create a pedestrian corridor and access way between the precinct and RPAH. This enhances pedestrian access from Missendon Road.

Figure 4.12: Proposed Pedestrian Access though Site



[sourced from SSDA Design Report prepared by Billard Lease 12.07.17]

4.2.5 Cycling Movements

The STAMP specifies a minimum requirement for bicycle parking provision which is 3% of the total student population and 10% of the staff population. This has been provided to accommodate the anticipated 683 full time building staff and 1752 students (assuming 75% capacity of the building as per STAMP), which equates to a requirement for 69 staff bicycle parking spaces and 88 student bicycle parking spaces.

It is proposed to provide 35 secure bicycle parking spaces within the building for staff, and 35 spaces in the external landscape. An additional 44 student bicycle spaces will also be provided within a dedicated bicycle storage facility external to the building, and 44 student bicycles will be provided within the external landscape.

Details of the type of bicycle parking has not been provided at this stage, however it is recommended that it be provided in accordance with AS2890.3:2015.

End of trip facilities are provided within the building to accommodate 7 showers and 26 lockers for staff, and 18 showers and 54 lockers for students. This provision is in accordance with the STAMP.

4.2.6 Other Relevant Considerations

Service Vehicle Access Arrangements

It is expected that the Health Precinct will generate the following service vehicle movements:

- Removal of waste and recycling materials
- Delivery of office and medical supplies
- Maintenance and security (generally University vehicles).

The collection of waste across the University is co-ordinated through a private contractor with building specific requirements considered in the selection of the vehicle type used to service individual buildings.

In this context, it is expected that the largest vehicle accessing the building under typical circumstances would be a Medium Rigid Vehicle (MRV- 8.8m long) for waste collections and the like. This vehicle would access the site via Western Avenue and enter the loading dock, where bins would be moved for collection via a kerbside arrangement outside of peak periods.

Construction Traffic Management Arrangements

It is understood that a Construction Traffic Management Plan (CTMP) has been prepared by Laing O'Rourke.

5. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- The proposed development provides 30 car parking spaces and a drop off/pick up space. The provision is considered to be appropriate and consistent with transport policies relevant to the site.
- The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).
- The provision for bicycle facilities is consistent with the Sydney University Sustainable Transport and Mobility Plan requirements.
- The site is expected to generate up to 22 vehicle movements in the AM peak hour and up to 44 vehicle movements in the PM peak hour.
- There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.
- There has been adequate provision made for all access arrangements to operate safely and efficiently.

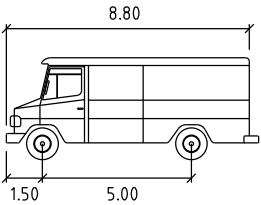
Appendix A

Swept Paths

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h



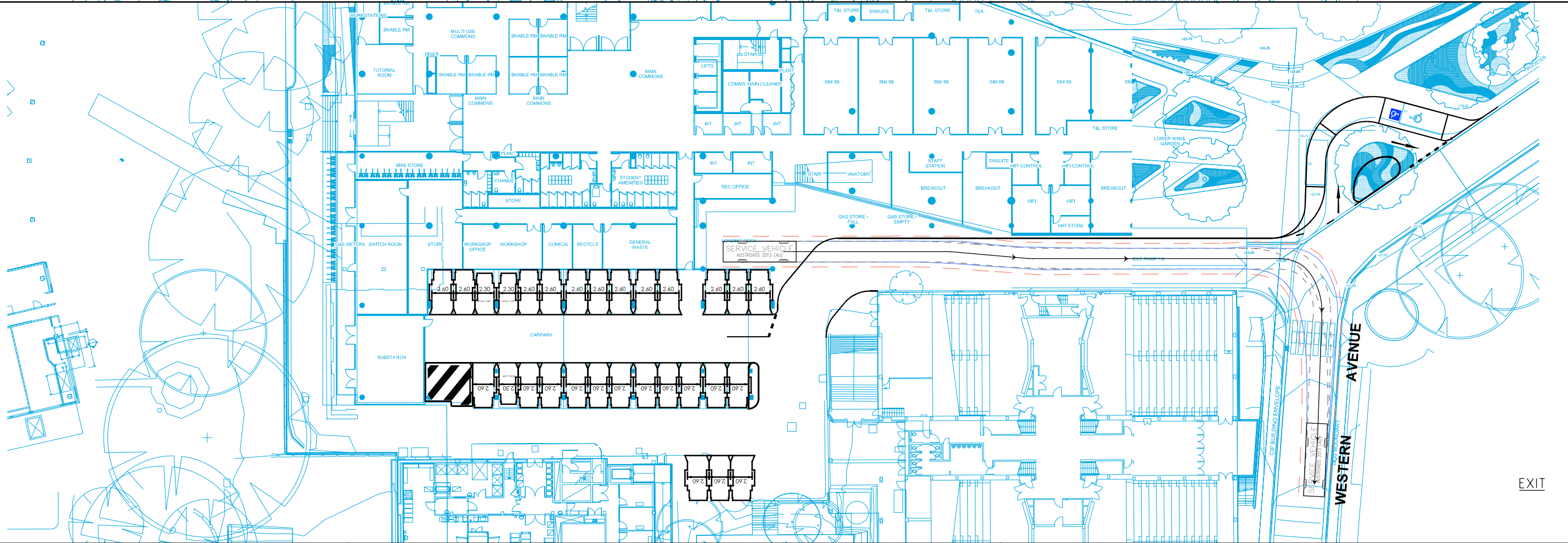
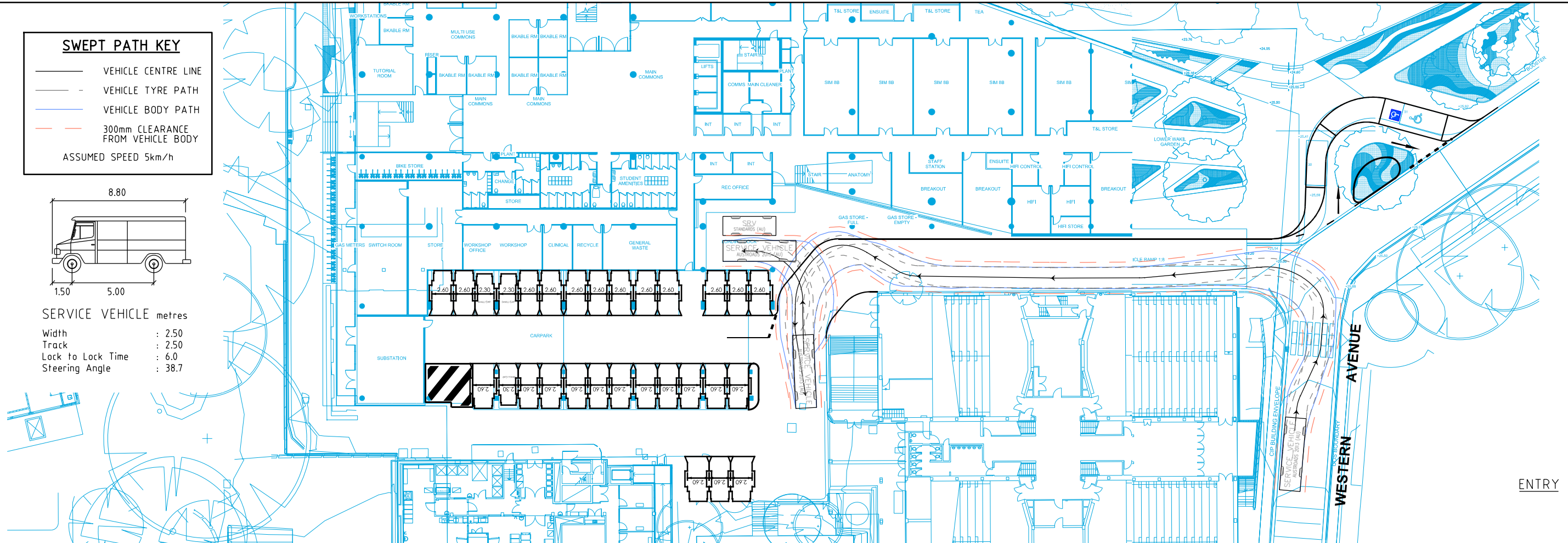
SERVICE VEHICLE metres

Width : 2.50

Track : 2.50

Lock to Lock Time : 6.0

Steering Angle : 38.7



ON 18/08/2017 AT 5:18:54 PM
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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
C.YOU

APPROVED BY
K.WILLIAMS

DESIGN CHECK
K.WILLIAMS

DATE ISSUED
18 AUGUST 2017

SCALE
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USYD HEALTH PRECINCT

SWEPT PATH ASSESSMENT
DRAWING NO. N116130-01-02

SHEET 02 OF 07

ISSUE P5