

David Gibson  
Team Leader  
Social Infrastructure Assessments  
Department of Planning & Environment  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Eleanor Parry**

Dear Mr. Gibson,

**Macquarie University Central Courtyard Precinct Redevelopment  
192 Balaclava Road, Macquarie Park (SSD 8755)  
Notice of Exhibition**

Thank you for your letter dated 18 June 2018 requesting Transport for NSW (TfNSW) comments on the subject State Significant Development (SSD) application.

TfNSW has reviewed the exhibited Environmental Impact Statement prepared by Ethos Urban and relevant specialist reports. Comments and recommended conditions of consent have been provided in Attachment A.

If you require clarification of any of the comments provided or wish to discuss, please contact Ken Ho, Transport Planner, via email at [ken.ho@transport.nsw.gov.au](mailto:ken.ho@transport.nsw.gov.au).

Yours sincerely



17/07/18

Billy Yung  
**A/ Principal Manager, Land Use Planning & Development  
Freight, Strategy & Planning**

CD18/05733

## **Attachment A – Detailed comments on State Significant Development application**

### **Construction Impacts**

#### Comment:

It is noted that construction of the development may coincide with the temporary shutdown of the Epping to Chatswood Railway (ECR) and operation of Station Link services. The implementation of Station Link services will result in increased bus services stopping along Herring Road within Macquarie Park. Construction related activities should be planned to consider this issue.

#### Recommendations:

The following condition of consent is recommended:

- 1) Prior to the issue of any Construction Certificate, the Applicant must also prepare and submit to Sydney Coordination Office (SCO) a Construction and Pedestrian Traffic Management Plan (CPTMP) that takes into account the potential impacts of the proposed development on the operation of Station Link services.

The CPTMP needs to include, but not be limited to, the following:

- Location of the proposed works areas;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Consultation strategy for liaison with surrounding stakeholders;
- 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 including Sydney Metro Northwest, Station Link services and general bus services;
- Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP; and
- The Applicant shall provide the builder's direct contact number to the Transport Management Centre and SCO within TfNSW to resolve issues relating to traffic, freight, servicing and pedestrian access during construction. The Applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

- 2) The Applicant must comply with the CTPMP endorsed by the SCO within TfNSW.

### **Wayfinding**

#### Comment:

The proposed redevelopment of the Central Courtyard Precinct should be supported by a wayfinding strategy to assist with increasing the mode share of walking and cycling for staff, students and visitors.

#### Recommendation:

That the proponent develops a wayfinding strategy to assist with increasing the mode share of walking and cycling for staff, students and visitors to the facilities associated with the proposed redevelopment. This could be undertaken prior to Construction Certificate.

## **Waste Servicing**

### Comment:

Regarding freight and servicing movements in proposal:

- Waste will get generated from the food court and the bar.
- Universities elsewhere have identified higher amounts of small courier deliveries. Whilst the dock makes provision for 2 SRV and 2 MRVs it makes no mention of such activity.

### Recommendation:

A campus/precinct wide waste management approach should be developed to collect items to a holding point near the location of waste service bays.

## **Bicycle parking**

### Comment:

Section 4.2 of the Transport Assessment (Arup, 2017) states that a total of 34 bike parking spaces would be provided. However, Section 7 concludes that a total of 68 bike parking spaces would be provided.

### Recommendation:

The Applicant should clarify the quantum of bicycle parking to be provided with the proposed redevelopment. It would be preferred that 68 bicycle parking spaces are to be provided to facilitate the uptake of non-car travel modes for students and staff.