



**Transport  
for NSW**

Daniel Keary  
Director  
Key Sites and Social Projects  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention: Megan Fu**

Dear Mr Keary

**New Space Project, University of Newcastle (SSD 6457)  
409 Hunter Street and 300 King Street, Newcastle and 20 Laman Street, Cooks Hill**

Thank you for your letter dated 18 August 2014, requesting Transport for NSW (TfNSW) to review and comment on the above development application. A separate response will be provided by Roads and Maritime Services (RMS).

Key comments on the above development application are provided below:

**Dedicated Bus Lanes on Hunter Street (Sections 2.1 and 5.3 of Transport Access Strategy)**

- Sections 2.1 and 5.3 of Transport Access Strategy refer dedicated bus lanes on Hunter Street. Hunter Street is planned for light rail, consequently there will be insufficient space for dedicated bus lanes. TfNSW advises that a limited number of buses would continue to use Hunter Street.

**Dedicated Bicycle Lanes on Hunter Street (Section 2.1 of Transport Access Strategy and Section 8.5 of Transport Accessibility Assessment)**

- Section 2.1 Transport Access Strategy and Section 8.5 of Transport Accessibility Assessment refer dedicated bicycle lanes on Hunter Street. Dedicated Bicycle lanes on Hunter Street are not included in the City of Newcastle Cycle Plan which does not indicate cycle routes on Hunter Street. With the planned light rail lines and stops on Hunter Street, there will be insufficient space for dedicated cycle lanes. TfNSW advises that on road cycling will still be possible.

## Construction Traffic and Pedestrian Management Plan

- TfNSW requests that a Construction Pedestrian and Traffic Management Plan (CPTMP) be prepared prior to the commencement of construction. The CPTMP needs to specify any potential impacts to general traffic, cyclists, pedestrians, bus services and bus facilities operating on roads within the vicinity of the site from construction vehicles during the construction of the proposed works. The CPTMP needs to include the cumulative construction impacts of all projects planned adjacent to the site and to be prepared in consultation with RMS and TfNSW in particular Light Rail Planning Team. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate these should be clearly identified and included in the Construction Pedestrian and Traffic Management Plan (CPTMP).

The additional comments on the Transport Access Strategy and Transport Accessibility Assessment are provided in **TAB A**. TfNSW requests that transport reports be amended to incorporate these comments.

Thank you again for the opportunity to provide advice for the development proposal. If you require further clarification regarding this matter, please don't hesitate to contact me on 8202 2198.

Yours sincerely



16/9/14

Mark Ozinga  
**Manager Land Use Development & Planning  
Planning & Programs**

CD14/15795

## **TAB A - Additional comments on the Transport Access Strategy and Transport Accessibility Assessment**

### **Draft Hunter Regional Transport Strategy (Section 5.1 of EIS)**

- The Hunter Regional Transport Plan (RTP) is no longer a draft document. The final Hunter RTP was released March 2014.
- The EIS has partially listed the suite of local initiatives to support the revitalisation of Newcastle including promoting a shift to public transport, creating a connected pedestrian and cycling network and providing dedicated bicycle lanes on Hunter Street. The Hunter RTP also includes improving the efficiency of the road network and managing the impact of car parking.

### **Newcastle Urban Renewal Strategy (Section 2 of Transport Access Strategy)**

- Reference made to Newcastle Urban Renewal Strategy 2012. The documents in relation to Newcastle Urban Renewal Strategy have been updated since the release of Newcastle Urban Renewal Strategy 2012. TfNSW requests that the Transport Access Strategy refers most up to date Newcastle Urban Renewal and Transport Programme documents produced by Urban Growth in 2014 and Transport for NSW such as:
  - Revitalising Newcastle Fact Sheets July 2014 Light Rail from Wickham to the beach.
  - Revitalising Newcastle Fact Sheets August 2014 Interim Transport arrangements.

### **Car Parking Information (Section 3 of Transport Access Strategy)**

- Transport Access Strategy refers car parking surveys undertaken in 2006 and 2008. City of Newcastle Council has just completed Parking Surveys July 2014. TfNSW requests that the Transport Access Strategy refers latest car parking survey information.