

Ms Karen Harragon
Director
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Megan Fu

Dear Ms Harragon

**Health Precinct Stage 1 Development
The University of Sydney, Camperdown Campus (SSD 7974) - Notice of Exhibition**

Thank you for your letter dated 9 October 2017, requesting Transport for NSW (TfNSW) review and comment on the above.

Key comments are provided below and the remaining comments are provided in **TAB A**.

Swept Path Analysis

Comment

The following comments are provided based on the results of the swept path analysis:

- The proposed access arrangement requires service vehicles to straddle along Western Avenue to make the turns (ingress/egress) to the site and the loading dock. This proposed access arrangement would not be able to accommodate simultaneous vehicle movements into the site for general traffic and service vehicles, which carries a safety risk for pedestrians as the location of the straddling would occur near a pedestrian crossing; and
- Sheet 6 of 7 of the swept path drawing shows swept paths for 8.8m and 12.5m vehicles using the area near the proposed drop off zone to turn around. The purpose of these vehicles is not clear, including how these movements would be achieved within the proposed kerb alignment.

Recommendation

A Road Safety Audit (RSA) should be undertaken by a TfNSW accredited road safety auditor. The design drawings should be reviewed based on the results of the RSA.

Construction Pedestrian and Traffic Management

Comment

The following comments are provided in relation to the proposed construction traffic management:

- It is not clear from the development application how construction vehicles would be able to operate via a 6m wide Western Avenue whilst maintaining 1.5m wide footpath for pedestrians and without queueing on Carillion Avenue to access Western Avenue;
- There are other significant construction projects on Missenden Road and additional construction vehicles would have a significant impact to the transport network (particularly on concrete pouring days, in which 40 vehicles per hour are estimated); and
- Several construction projects are likely to occur at the same time as this development within the University of Sydney precinct. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

TfNSW requests that the applicant be conditioned to the following:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with Sydney Coordination Office within TfNSW and Roads and Maritime Services. The CPTMP needs to specify, but not to be limited to, the following:
 - Location of the proposed work zone;
 - Haulage routes;
 - Construction vehicle access arrangements noting construction vehicle access primarily as a Left-in an Left-out (LILO) arrangement from Western Avenue/Carillion Avenue;
 - Proposed construction hours;
 - Estimated number of construction vehicle movements;
 - Construction program;
 - 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 projects within the University of Sydney precinct. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
 - Proposed mitigation measures. 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.
- Submit a copy of the final plan to the City of Sydney, prior to the issue of any Construction Certificate.

It is requested that the applicant consults with TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity to comment on the development application. If you require further clarification regarding this matter, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 8202 2672.

Yours sincerely



10/11/17

Mark Ozinga

**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

Objective Reference CD17/11663

TAB B – Additional Comments on the Development Application

Pedestrian Corridor

Comment

Based on Section 4.2.4 of the Transport and Accessibility Assessment, it is noted that a pedestrian corridor would be created between the proposed development site and Royal Prince Alfred Hospital (RPAH). TfNSW is supportive of this objective as it will enhance/encourage active and public transport to the health/education precinct.

Recommendation

TfNSW requests that the applicant provides additional details in relation to supporting infrastructure for the pedestrian corridor (e.g. connecting pedestrian footpaths, wayfinding, design in accordance with CPTED principles etc.)

Crane Operation

Comment

The draft Construction Management Plan acknowledges that the proposed development, which will require cranes as part of construction, could potentially impact with the operation of the RPAH medical helipad.

Recommendation

TfNSW requests that the applicant consults with NSW Health to ensure that emergency access to RPAH medical helipad is adequately managed.

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