



Mr David Gibson
Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2000

Dear Mr Gibson

**Faculty of Arts and Social Sciences Building (SSD7081)
The University of Sydney – Notice of Exhibition**

Thank you for your email advising Transport for NSW (TfNSW) of the exhibition of the above development. Roads and Maritime Services (RMS) will provide a separate response.

The application has received consideration and it is requested that additional consideration is given to construction impacts, particularly on bus services. The issue is detailed in the attached annexure.

Thank you again for the opportunity to comment on this application. The TfNSW contact for this application is Tim Dewey, Senior Transport Planner who may be contacted at tim.dewey@transport.nsw.gov.au or on 8202-2188.

Yours Sincerely,

19/8/16

Mark Ozinga
Principal Manager
Land Use Planning and Development

CD16/10298

Introduction:

Issue: Construction Impacts

There is concern with the proposal to have construction vehicles accessing the site via Parramatta Road at Ross Street in the lane utilised by all Parramatta Road bus services (routes 412, 413, 436, 438, 439, 440, 461, 480, 483, and M10). It is noted there is a bus stop positioned 27m from the intersection where these construction vehicles will be turning into the site.

Construction vehicles must be able to access the site efficiently, as queuing on Parramatta Road would be detrimental to the operation of the bus network.

As illustrated in the picture below, construction vehicles will have to merge into the bus lane, before the intersection so they can turn into the site. This may have an impact on bus operations in the corridor which is not adequately addressed in the TAIA or the Construction Management Plan (CMP).



Therefore it is recommended that an addendum to the TAIA is developed as part of the response to submissions that addresses the following additional criteria:

- Cumulative impacts associated with other construction activities;
- Anticipated peak hour and daily truck movements to and from the site anticipating that peak movement times for students will be avoided;
- A detailed assessment of how traffic and transport impacts during construction will be mitigated for any associated traffic, pedestrians, cyclists and public transport operations.

The proponent should also consider liaison with State Transit Authority (STA) regarding bus stop operation, site access and movement of construction vehicles. STA (in consultation with the of Sydney City Council and subject to the relevant approvals) may consider temporarily moving the bus stop throughout initial stages of construction which involves significant excavation providing it would be safe to do so.