

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

Attn: Megan Fu

Dear Mr Gibson

**Macquarie University Arts Precinct, 192 Balaclava Road, Macquarie Park (SSD 8388)
Notice of Exhibition**

Thank you for your letter dated 13 November 2017 requesting Transport for NSW (TfNSW) comment on the subject State Significant Development Application (SSD).

TfNSW has reviewed the proposed development and provides the comment below.

The proposed timing for the main construction works is expected to occur from June 2018 to February 2020. The early stages of the construction works will likely coincide with the temporary shutdown of the Epping-Chatswood Rail Link and operation of the Temporary Transport Plan (TTP). There is the potential that construction vehicle movements associated with this development would impact the operation of the TTP and general transport operations within the locality. Therefore, construction vehicle movements should be managed in coordination with TfNSW.

The Applicant should be conditioned to prepare a Construction Pedestrian Traffic Management Plan (CPTMP). This plan must be endorsed by the Sydney Coordination Office of TfNSW prior to commencement of any works. Furthermore, comments on the Preliminary Construction Traffic Management Plan have been provided in **TAB A**.

If you require any further information or clarification of the above, please contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



19/12/17

Mark Ozinga
**Principal Manager, Land Use Planning & Development
Freight, Strategy & Planning**

CD17/12752

TAB A – Further Comments on the Preliminary Construction Traffic Management Plan

Comment

Based on the review of the Preliminary CTMP by TDG dated October 2017, the following is noted:

- Construction works proposed June 2018 to February 2020 (duration of 21 months)
- Proposed construction hours:
 - Mon-Fri: 7am – 7pm
 - Sat: 8am – 4pm
- During peak construction (8 months) – up to 80 truck movements per day
- Traffic Volumes during peak construction – max 10 movements per hour
- Trucks movements to be outside of peak hours
- Vehicle type:
 - During excavation (2 months) – truck and dog and 19m articulated vehicles;
 - During remaining stages – HRV (12 to 13m trucks); and
 - 16m atrium columns (to be delivered outside peak times).
- No assessment of the cumulative impact of adjacent developments including the redevelopment of Macquarie Centre is provided.

The increase in construction vehicle movements from the proposed development has the potential to impact on general traffic and bus operations during commuter peak hours, as well as the safety of pedestrians and cyclists.

Notwithstanding the above, the following comments are provided in response to the Preliminary CTMP by TDG dated October 2017:

- The proposed truck access route shown in Appendix 1, Figure 2 is not supported as it has the potential to adversely affect the traffic/transport network, in particular:
 - bus routes on Epping Road, Balaclava Road and Herring Road, particularly during the operation of the TTP;
 - the removal the bus layover on the northern kerb of Hadenfeld Ave to accommodate truck and dog movements as shown in the swept path analysis at Appendix 3 – Figure 4;
 - bus interchange operations, including high pedestrian activity and bus boarding and alighting; and
 - cumulative impacts of construction vehicles from developments along Herring Road.
- The Applicant should demonstrate why the alternate truck routes provided in the response to the comments provided by TfNSW (as detailed in Section 7.3 of the PCTMP) are not suitable. This may require:
 - desktop study of road dimensions, traffic facilities and site constraints;
 - swept path analysis of the construction vehicles used, noting that the PCTMP stipulates that a truck and dog vehicle will only be used during excavation (2months) and a single unit truck or HRV will be used for all other construction activity.
- An alternate truck route that does not include Herring Road should be provided.
- Clarification should be provided of the proposed truck route to the site from the east, as westbound vehicles exiting the M2 Motorway are not permitted to enter Herring Road as only left and right turn movements to Talavera Road are permitted.
- The CTMP should stipulate the existing AM and PM peak period for the Macquarie Park precinct and specify that all heavy vehicles will travel outside these hours.

Recommendation

TfNSW requests that the Applicant be conditioned to the following:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify, but not 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 and the Epping to Chatswood Temporary Transport Plan;
 - 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 Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, freight, servicing and pedestrian access during construction in real time. The Applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.
- Submit a copy of the final plan to the Coordinator General, Sydney Coordination Office for endorsement, prior to the commencement of any work.