



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

Attention: Megan Fu

Dear Mr Gibson

UNSW Science and Engineering Building (SSD 7518) – Notice of Exhibition

Thank you for your letter dated 22 September 2016, requesting Transport for NSW (TfNSW) review and comment on the above.

TfNSW comments are provided below.

Sydney Light Rail Project

As you are aware, the Sydney Light Rail Project was determined by the Department of Planning and Environment (DP&E) on 4 June 2014. TfNSW advises that construction has now commenced and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

The light rail alignment will run along Anzac Parade and High Street in proximity to the University of NSW (UNSW). The closest part of the alignment to the Proposed Development will be along Anzac Parade where a light rail stop will be constructed to facilitate travel to and from the University Campus.

The primary function of the proposal is to facilitate activities associated with the School of Sciences and Engineering and there may be some sensitive equipment or uses within the proposed building. TfNSW advises the following:

- In developing the design of the Sydney Light Rail project, TfNSW has worked closely with UNSW to mitigate potential impacts of the Sydney Light Rail in accordance with the existing (current) location of sensitive equipment and uses; and
- Vibration and electromagnetic interference of the Sydney Light Rail could potentially affect sensitive uses at the new building of the UNSW.

TfNSW requests that the applicant assesses the impacts of the operation of the Sydney Light Rail on the future locations of sensitive equipment in the applicant's design and construction of the new building of the UNSW, particularly in regards to Electromagnetic Interference and vibration. The final Electromagnetic Compatibility Management Plan and Vibration Management Plan which will be available on the Sydney Light Rail website should be considered during the assessment.

The development of the urban design and landscaping of this facility should also appropriately integrate with the new light rail infrastructure and the local pedestrian and cyclist network.

Construction Traffic Management Plan

Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development. 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.

As noted in the EIS for the proposed development, during construction, temporary impacts resulting from traffic, access and noise can be compounded as a result of nearby developments. TfNSW requests that the applicant works closely with the CBD Coordination Office and the Sydney Light Rail team to ensure that impacts are minimised in the event that construction of the proposed development occurs in parallel with construction of the Sydney Light Rail project.

TfNSW notes that the applicant has prepared a Preliminary Construction Traffic Management Plan (CTMP) as part of the development application. TfNSW requests that the applicant be conditioned to prepare a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office and Sydney Light Rail Team within TfNSW.

Work Zone on High Street

The Preliminary Construction Traffic Management Plan (CTMP) states that subject to Council approval, the site may require the implementation of a work zone on High Street to allow for queuing of construction vehicles. TfNSW advises that the Sydney Light Rail Project proposes alterations to the bus and traffic arrangements within the vicinity of the site during the construction of the Sydney Light Rail Project and does not support the implementation and operation of a construction work zone on High Street. TfNSW requests that the applicant consults with CBD Coordination Office within TfNSW in relation to the proposed Work Zone arrangement.

Recommended Conditions of Consent

Suggested Conditions of Consent are provided in **TAB A**.

TfNSW requests that the applicant consults with the CBD Coordination Office within 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 of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'Steve Issa', written over the printed name.

21/11/2016.

Steve Issa
A/ Coordinator General
CBD Coordination Office

Objective Reference CD16/14017

TAB A – Suggested Conditions of Consent

Construction Pedestrian and Traffic Management Plan

TfNSW requests that the applicant be conditioned to the following:

- Prior to the commencement of any works, a Construction Pedestrian and Traffic Management Plan (CPTMP) shall be prepared in consultation with the CBD Coordination Office and Sydney Light Rail Team within TfNSW. The CPTMP needs to specify, but not limited to, the following:
 - Location of the proposed work zone;
 - 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 Light Rail Project. 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 CBD road network; and
 - 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 Coordinator General, CBD Coordination Office within TfNSW for endorsement, prior to the commencement of any work.