

Mr. Brendon Roberts
Team Leader
Key Sites Assessment
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: James Groundwater

Dear Mr. Roberts

**University of Newcastle, Honeysuckle City Campus Concept Proposal (SSD 9262)
Notice of Exhibition**

Thank you for your correspondence dated 30 July 2018 requesting Transport for NSW (TfNSW) comment on the above State Significant Development (SSD) Application, currently on exhibition.

The development application seeks approval for the staged establishment and expansion of the University of Newcastle Honeysuckle City Campus, located adjacent to the Newcastle Light Rail. It is expected that the early stages of the development are predicted to have in the order of 6,500 students and 390 staff, with 400 beds of student accommodation.

The relevant documents have been reviewed and the following comments provided:

- Relevant standards, including AS1428 (Design for access and mobility), Roads & Maritime Services guidelines and Austroads publications should be used to guide the design of pedestrian and bicycle paths and bicycle storage, parking and end of trip facilities.
- A construction management plan should be developed to ensure the construction impacts of the development are mitigated and do not impinge on the bus or active transport network.

These comments, which have been expanded upon, can be found in **TAB A**.

In addition to the above, it is noted that as the development seeks consent for the concept proposal stage. Additional comments, including conditions of consent for the development, will be provided in future design iterations. As the development is adjacent to the Newcastle Light Rail, concurrence may also be required under Clause 86 of the *State Environmental Planning Policy (Infrastructure) 2007*.

If you require further clarification regarding this matter, please don't hesitate to contact Lee Farrell, Transport Planner at lee.farrell@transport.nsw.gov.au.

Yours sincerely



3/9/2018

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

Objective Reference CD18/07055

TAB A

Active Transport Amenity

Comment

The Environmental Impact Statement (EIS) notes the development proposes to include bicycle storage, parking and end of trip facilities. As the development is still in the concept plan stage, the EIS does not contain details of the numbers and locations of these facilities, which should be specified in future design iterations.

It is also noted the pedestrian interface between campus access points and the broader pedestrian network should be designed to meet the Austroads Guide to Road Design Part 6A – Paths for Walking and Cycling. Other relevant standards and guidelines mentioned in the *Newcastle Development Control Plan 2012*, including AS1248 – Design for Access and Mobility, should also be considered.

Recommendation

Further design iterations of the development should specify the number, type, location of bicycle parking and end of trip facilities for students, staff and visitors in accordance with Austroad guidelines. These facilities should be located in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance.

It is noted the development is not required to comply with the *Newcastle Development Control Plan 2012*. It is recommended that pedestrian and cycle paths be designed to comply with relevant standards, including AS1428 (Design for access and mobility), Austroads publications and Roads & Maritime Services guidelines as appropriate.

Construction impacts

Comment

The proposal is in close proximity to the Newcastle Light Rail and frequent bus routes along King Street. Due to this proximity, the construction phase of the development could have potential impacts on both the Light Rail (construction and operation) and bus route operations.

Recommendation

Further design iterations of the development should include a Construction Traffic and Pedestrian Management Plan (CTPMP) to ensure construction stage impacts on the surrounding road network are mitigated. The CTPMP should demonstrate construction will not impinge on the operations of the bus or active transport network, ensuring pedestrian and bicycle rider movements along footways and cycleways are maintained at all times during construction activities.