

Ms Ingrid Berzins
Planning Officer
Key Sites Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ms Berzins

UNSW B22 Building (SSD-9673)

Thank you for your correspondence via ePlanning portal on 14 November 2019, requesting Transport for NSW (TfNSW) to review and comment on the above. Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the SLR Project are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements could have the potential to impact on general traffic and public transport operations within the Randwick Precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to the following:

- All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. No works zone will be permitted on High Street;
- A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows High Street during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>;
- Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:
 - Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and the Sydney Light Rail Operator. The CPTMP needs to specify, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - Location of any crane(s);
 - Haulage routes;
 - A detailed plan identifying all construction vehicle access arrangements;

- Estimated number of construction vehicle movements, including measures to reduce the number of movements during the AM and PM peak periods;
 - Measures to avoid construction worker vehicle movements;
 - Construction program;
 - Proposed construction hours;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments;
 - Any potential impacts to general traffic, cyclists, pedestrians and bus and light rail services within the vicinity of the site from the construction of the development;
 - Cumulative construction impacts of the development, Sydney Light Rail Project and other developments. 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 CPTMP plan to the Coordinator General, Transport Coordination for endorsement.

Travel Plan

Comment

A travel plan can be used to encourage staff and students of the subject development to increase the use of public and active transport.

Recommendation

It is requested that the applicant be conditioned to the following:

- Prior to the issue of the first Occupation Certificate, the applicant shall prepare a Travel Plan, in conjunction with all stakeholders within the Randwick Health and Education Precinct and in consultation with TfNSW, for the proposed development which must be approved by TfNSW. The Travel Plan should:
 - Support both students and staff and any other tenants to prioritise access the site by public and active transport and minimise the proportion of single-occupant car journeys to the site;
 - Include a Travel Access Guide – site accessibility by public and active transport and access arrangements for end of trip facilities and bicycle parking, should also include access for servicing;
 - Establish mode share targets for occupation and outline robust actions to achieve these targets;
 - Appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan;

- Nominate the party/parties responsible for implementing the actions in the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets; and
- Include an annual monitoring, reporting and review process, supported by a Travel Survey to determine if mode share targets and other actions of the Travel Plan are being achieved.

The applicant should directly consult with the Sydney Coordination Office within TfNSW for the above matters.

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 Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



9/12/2019

Mark Ozinga

Principal Manager Land Use Planning and Development
Customer Strategy and Technology

Objective Reference CD19/09239