

Reference: #15S1373000

21st March 2016

The University of Sydney
Campus Infrastructure and Services
Level 1, Building G12
22 Codrington Street
DARLINGTON NSW 2008

Attention: Mr Greg Robinson (Director)

Dear Greg

**RE: EXTENSION OF THE F07 CARSLAW (LEES) BUILDING, CAMPERDOWN
CAMPUS - TRANSPORT AND ACCESSIBILITY ASSESSMENT**

The University of Sydney has requested and received the Secretary's Environmental Assessment Requirements (SEARs) for the proposed extension of the F07 Carlaw (Lees) Building within the Camperdown Campus of The University of Sydney.

The SEARs set out the assessment requirements for the project, including the preparation of a Transport and Accessibility Assessment.

The University of Sydney has engaged GTA Consultants (GTA) to undertake the Transport and Accessibility Assessment. This report presents the findings of the assessment and in particular addresses the SEARs requirements related to Transport and Accessibility.

Table 1 lists the SEAR's requirements and the corresponding sections of the report where these are addressed.

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sydney
brisbane
canberra
adelaide
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Table 1: SEAR's and Relevant Report Sections

Transport, Access and Parking	Addressed in
Details of the existing and proposed pedestrian and cycle movements within the vicinity of the site;	Section 1.4.2
An estimate of the total daily and peak hour trips likely to be generated by the proposal, including vehicle, public transport, pedestrian and cycle trips;	Section 1.4.3
The adequacy of public transport to meet the likely future demand of the proposed development;	Section 1.4.3
Measure to promote travel choices for students, staff and visitors that support the achievement of State targets, such as a location-specific sustainable travel plan, development of wayfinding strategies and end of trip facilities for pedestrians and bicycle riders;	Section 1.4.1 Section 1.4.2 Section 1.4.3 Section 1.4.4
The daily and peak vehicle movements impact on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for upgrading or road improvement works (if required);	Section 1.4.1 Section 1.4.3
The proposed access arrangements and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and cycle networks, including the existing City Road Footbridge;	Section 1.4.5
Proposed car and bicycle parking provision, including consideration of the availability of public transport and the requirements of the relevant parking codes and Australian Standards;	Section 1.4.3
Proposed location of pedestrian and bicycle facilities, accessible areas close to main entrances that incorporate lighting and passive surveillance;	Section 1.4.2
Service vehicles access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times);	Section 1.4.5
An assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of the impact. This plan shall include details of vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.	Section 1.4.6

1.1 Background

The University of Sydney is proposing to develop a new Gateway to Eastern Avenue and the entry to the University's Camperdown Campus from along its frontage to City Road.

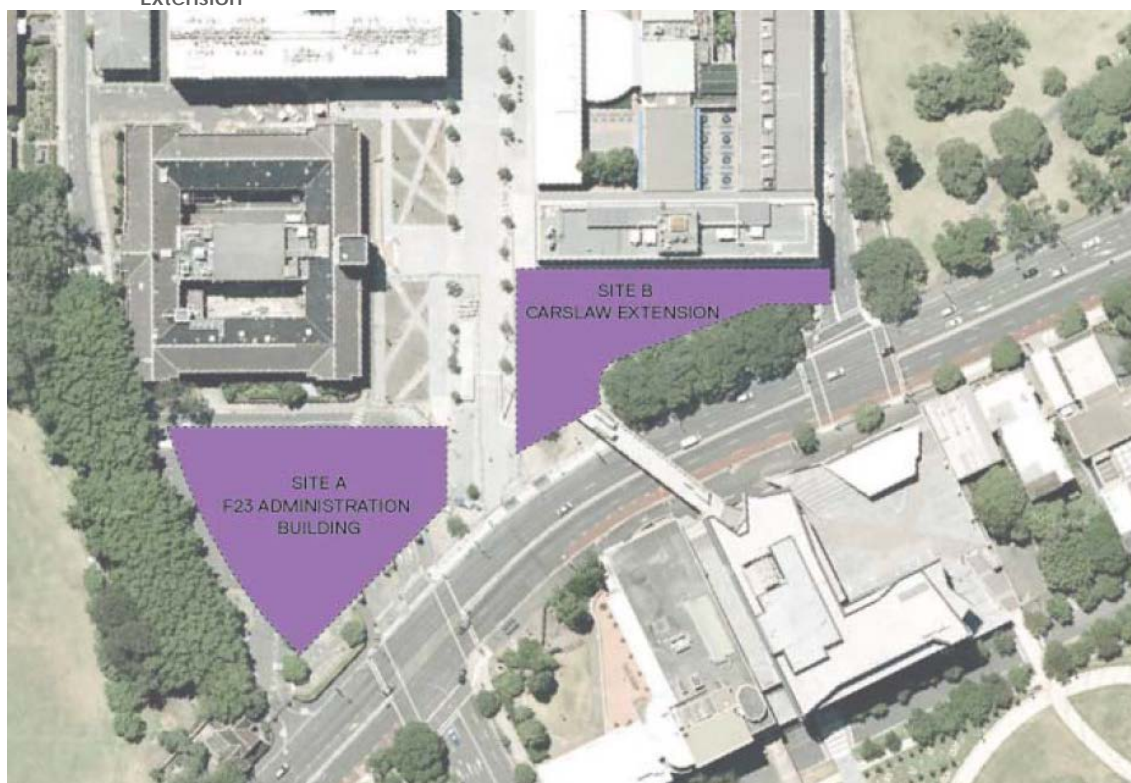
The new Gateway proposal includes two potential redevelopment sites, namely:

- F07 Carslaw (Lees) Building extension site
- F23 Administration site.

Separate State Significant Development (SSD) applications will be lodged for these two sites. The two sites are shown in Figure 1.

The SSD for the F23 Building site will include some modifications to the vehicle access arrangements to and from the University at City Road. The implications of these modifications are addressed in the Transport and Accessibility assessment for the F23 Building.

Figure 1: Gateway Development Sites Along City Road: F23 Administration and Carslaw Extension



Source: The University for Sydney – SEAR for F23 Administrative Building (April 2015)

The Transport and Accessibility assessment presented in this report focuses solely on the F07 Carslaw Extension site. With regard to transport, the only proposed traffic and transport related improvements is the duplication of the existing service vehicle dock, increasing the dock's capacity from 1 truck to 1 truck + 1 van.

1.2 Site Location

The proposed F07 Carslaw Extension site is located within the Camperdown Campus of the University of Sydney. The site is effectively bounded by City Road to south, Barff Road to the east, Eastern Avenue to the west and the Carslaw Building to the north.

No parking is currently provided as part of the Carslaw Building as the University seeks to centralise car parking in basement facilities. In this case, parking is currently provided, and will continue to be provided, in the basement of the adjacent Faculty of Law building car park.

The site location within the context of the University is shown in Figure 2 and in more detail in Figure 3.

Figure 2: F07 Site Location within the University

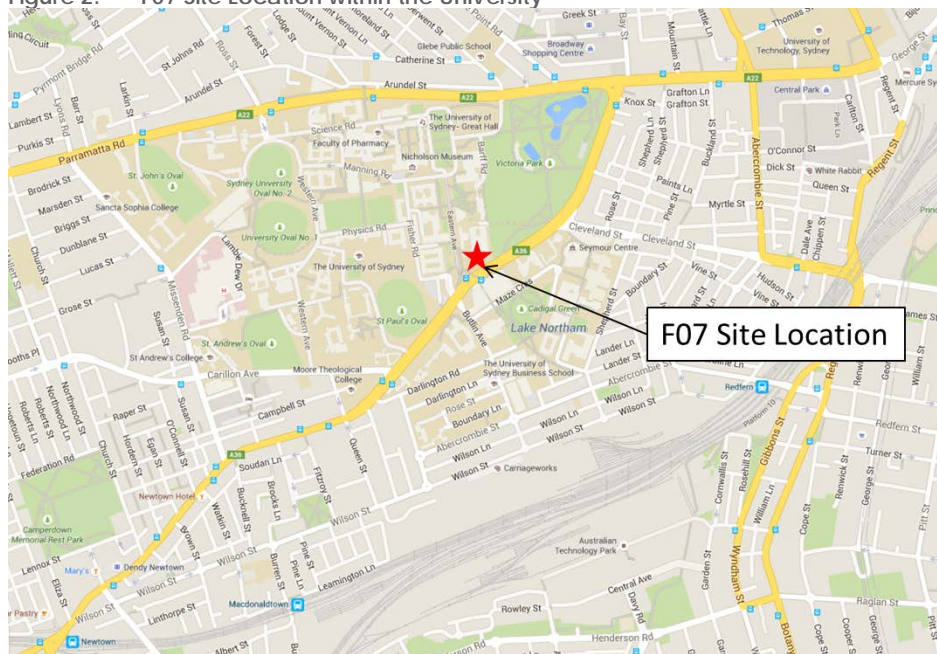
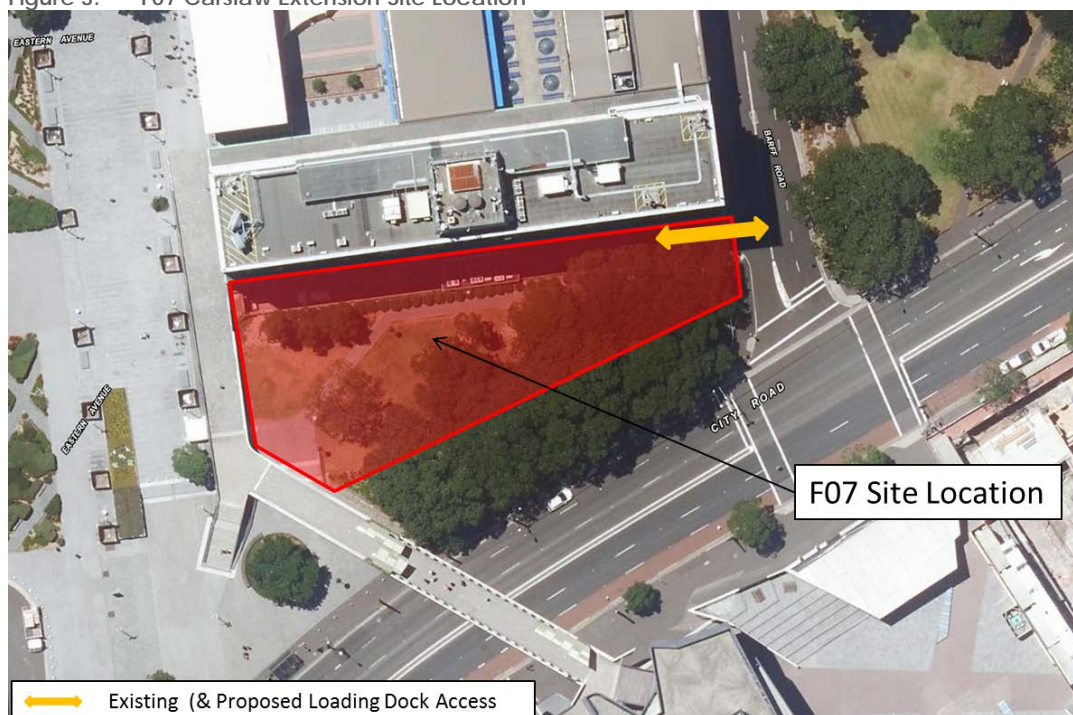


Figure 3: F07 Carslaw Extension Site Location



1.3 Overview of Proposal

The proposed extension to the F07 Carlsaw Building will facilitate the relocation of the School of Molecular Biosciences and the School of Biological Sciences within the Faculty of Science. Currently these Faculty schools are fragmented around several campuses, in numerous buildings.

No car parking is proposed as part of the F07 Carlsaw Extension. The provision of no parking on site, particularly within close proximity to public transport connections is consistent with promoting the use of public and alternative modes of transport which is a City of Sydney aspiration. The proposed development does not seek to increase staff or student capacity.

The Carlsaw Building is currently serviced by a single loading dock located off Barff Road. Barff Road is an internal University access road providing access between City Road and the Faculty of Law car park.

The loading dock serving the Carlsaw building is located off Barff Avenue and can currently accommodate vehicles up to a Heavy Rigid Vehicle (HRV – 12.5m long) in size. These vehicles access the dock via a reverse movement from Barff Road into the dock.

It is proposed to increase the capacity of the existing loading bay such that it can accommodate a HRV and Small Rigid Vehicle (SRV – 6.4m long) simultaneously. However, the provision of second loading bay is so to provide better operation of the loading dock but it is not anticipated that the number of vehicles would increase significantly.

The swept path of the larger service vehicle (i.e. the HRV) entering the loading dock, manoeuvring and then leaving is shown at Appendix A.

With regard to all other transport related aspects the F07 Carlsaw Extension will retain the existing arrangements.

1.4 Implications of Proposal

As noted above the proposed transport related works associated with the F07 Carlsaw Building Extension are limited to the increase in the loading dock capacity.

As such the transport related implications of the proposal are limited to the loading dock operation. Notwithstanding the above, each of the SEARs requirements is addressed below.

1.4.1 Consistency with Strategic Planning Policies

The F07 Carlsaw Extension proposal is amalgamating disparate spaces which exist in the university into a consolidated facility, not providing additional population. It will not generate additional traffic or travel demands as a result of the relocation of existing University populations to a central location.

Thus while the transport objectives of the Strategic Planning Policies set out in the SEARs are not necessarily relevant to this specific project, it can be stated that the development proposal is not inconsistent with the objectives set out in these policies.

1.4.2 Parking Provision

As described above, no parking is currently provided as part of the Carlsaw Building nor is there intended to be any increase in student or staff capacity. It should also be noted that City of Sydney's parking requirements are a maximum not a minimum provision and that the provision of no parking on site, particularly as the site is within close proximity to public transport connections, is consistent with promoting the use of public and alternative modes of transport.

1.4.3 Pedestrian and Cycle Movements

Pedestrian and cycle activity is primarily focused on the Eastern Avenue frontage of the site. Pedestrian and cycle flows along Barff Road and past the loading dock are very low (insignificant) and thus unaffected by the F07 proposal.

Bicycle lockers are already provided in proximity to the teaching areas on Levels 2-6. Shower facilities are already provided in conjunction with other common staff facilities.

1.4.4 Traffic Generation and Travel Demand

The proposed development will not alter the existing provision of on-site parking nor the traffic generated by the University overall.

There may be a very small increase in traffic using the loading dock (perhaps 1/2 per hour) but this will be sufficiently small as to be imperceptible in terms of traffic capacity and operation.

Furthermore the proposal will facilitate a relocation of existing University populations to a central location, namely F07 and as such not change existing travel demands of the University.

Therefore the existing operation of the surrounding road network, public transport services and pedestrian / cycle linkages will remain unchanged by the proposed F07 project.

1.4.5 Public Transport

The University and the F07 Building site are well connected with existing public transport.

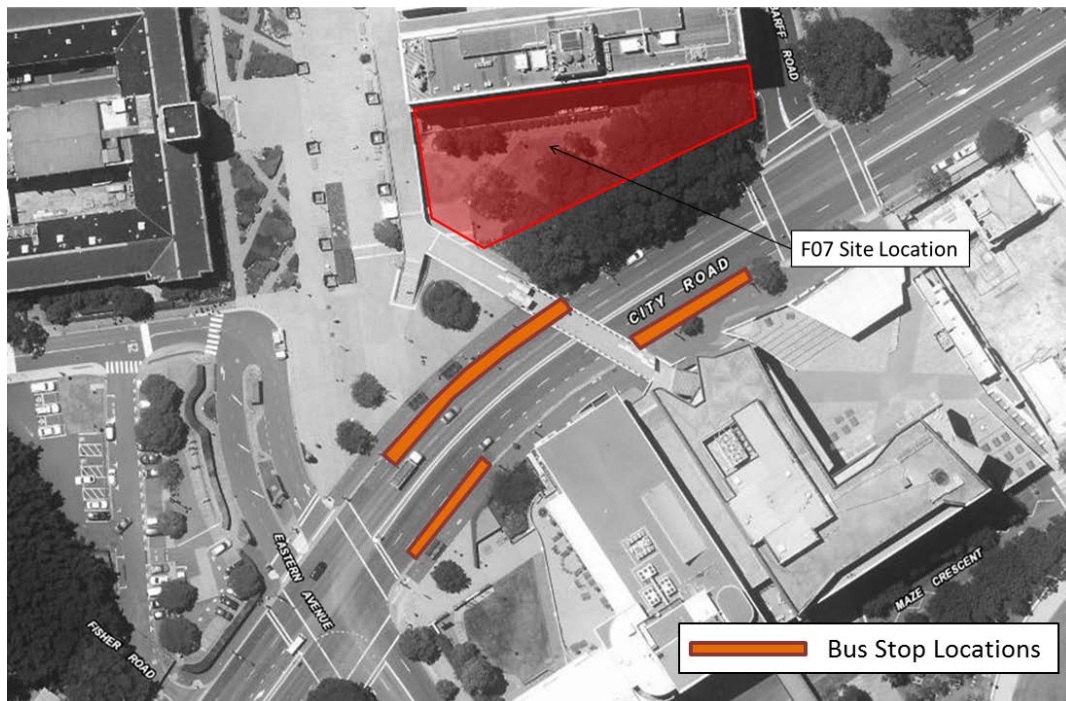
Redfern Railway Station is located a 10-minute walk (1km) south-east of the subject site. The station is serviced by all suburban train lines that operate from the Sydney CBD as well as the intercity lines to Central Coast, Newcastle, Blue Mountains and South Coast.

Sydney Buses operate nine services along City Road, including six regular services, two limited stops services and one metro service. Bus stops located on City Road between the Fisher Road and Barff Road intersections.

The services link the site with the Inner South-East, Inner Western, South-Western Sydney suburbs as well as the Sydney CBD. A further 12 services are available along Parramatta Road linking the site with the Inner West, South-West, Eastern Suburbs and Sydney CBD.

The existing bus stops along City Road (see Figure 4) will be retained as part of the F07 Carlsaw Extension project.

Figure 4: City Road Bus Stop Locations



1.4.6 Service Vehicle Access Arrangements

The existing Carslaw Building loading dock was surveyed to determine the type and frequency of vehicles accessing the loading dock.

Results of the survey are summarised in Table 2.

Table 2: Carslaw Building Loading Dock - Daily Frequency and Vehicle Type

Type of Vehicle	No of Deliveries per Day
Car	4
Utility	10
Van	6
Small Rigid Vehicle	3
Medium Rigid Vehicle	2
Large Rigid Vehicle	1
Total	26

Typically duration of stay varied between 5 – 15 minutes.

The frequency of deliveries and the type of delivery movements is not expected to change significantly as a result of the proposed F07 Building extension.

Notwithstanding the above, the provision of a second loading dock bay as proposed will allow two vehicles to park simultaneously should there be a need and thereby minimise the potential implications to traffic flows (albeit low) along Barff Road.

The provision of second loading bay is so as to provide better operation of the loading dock but it is not anticipated that the number of vehicles would increase significantly.

Any small increase in traffic volumes using the loading dock (perhaps 1/2 vehicles per hour) will be sufficiently small as to be imperceptible in terms of traffic capacity and operation.

The swept path of the larger service vehicle (i.e. the HRV) entering the loading dock, manoeuvring and then leaving is shown at Attachment A.

1.4.7 Construction Traffic Management

It is anticipated that a condition of any project application consent will include a requirement to prepare a detailed Construction Traffic Management Plan (CTMP) prior to the commencement of construction activities on the site.

The CTMP will need to include but not be limited to the following:

- Identification of construction vehicle haulage routes to and from the site
- Development of construction vehicle driver management protocols
- Identification and control measures for vehicle site accesses
- Use of traffic controllers and appropriate warning signage (including TCPs)
- Separation of vehicle and pedestrian flows
- Site security, including site fencing and hoarding
- Hours of operation
- Use of On Street work zones (if required)
- Cumulative implication and co-ordination of construction activities across the University site.

Each of the above will need to be detailed once a building contractor has been appointed.

However, as a preliminary indication, experience at other similar sites has indicated that this site is generally likely to generate a maximum of 2 trucks in the peak hour although this may on occasion increase to 6 per hour during significant concrete pours.

It is anticipated therefore that with a robust Construction Traffic Management Plan that these impacts can be easily managed.

1.5 Conclusions

It is concluded that the proposed F07 Carslaw Building Extension project will not adversely affect the existing traffic, transport, pedestrian and cycling facilities and services surrounding the University and the F07 site.

Naturally, should you have any questions or require any further information please do not hesitate to contact the undersigned.

Yours sincerely

GTA CONSULTANTS



Ken Hollyoak
Director (NSW)

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Attachment A – F07 Carlaw Extension Loading Dock Access Arrangements

