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13 December 2016

Dear Cameron

Macquarie University - Modification to Concept Plan

This document supports a Section 75W application which seeks to modify the approved Macquarie University Concept Plan. The application seeks to:

- Ensure the concept plan reflects the uplift along Herring Road as a result of the Herring Rd Priority Precinct.
- Increase the permissible additional Academic GFA.

Arup previously conducted extensive traffic modelling to support the Macquarie University Concept Plan. The modelling considers the full potential development of the Macquarie University campus, including up to 400,000m² of additional commercial floor space in Precincts E and F, a maximum 136,000m² of floor space in Precinct D and approximately 61,200m² of Academic floor space. The modelling recommended a suite of road infrastructure works to support the additional traffic generated by the potential development within the campus.

The traffic modelling for the road network impacts arising from the development of the campus was based entirely on the additional commercial floor space and on-site parking. Although student numbers at the University will continue to increase, car trips to the campus, apart from those associated with commercial development, are not expected to grow because:

- The Concept Plan condition imposing a maximum limit on parking spaces does not allow for any further parking increase apart from commercial development in Precinct E/F; and
- The 40% non-car mode share target for the campus will contribute to a gradual reduction in traffic generation rates.

It should be noted that the level of public transport usage (train and bus) has increased significantly from 13% in 2010 to 37% in 2012 (plus a proportion of 14% multi-modal trips) and 48% in 2014. Bus usage has increased from 8% to 21% over this period, whilst train usage has increased from 6% to 27%.

The increase in train patronage is reflective of the improved train frequencies servicing the Macquarie University Railway Station. A summary of the travel trends to MQU is shown in Figure 1.

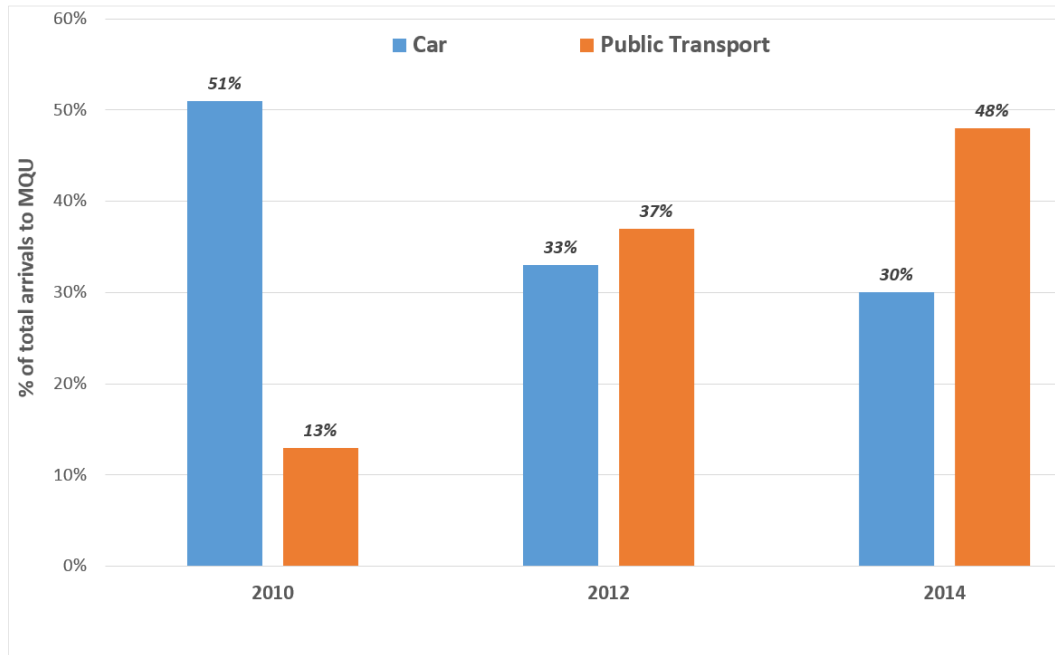


Figure 1 MQU travel trends

This demonstrates that the University has now met and exceeded the mode share targets outlined in the original concept plan. These public transport mode shares are expected to increase significantly following the introduction of the Sydney Metro Northwest project in 2019.

The Section 75W application does not seek to allow any additional floor space or car parking on the campus for commercial development, beyond that already approved under the current Concept Plan. Although additional Academic GFA would be permissible, on-site parking is capped and public transport accessibility will improve in future years – and therefore car trips to the campus are not expected to increase. No car parking is to be provided for the additional Academic uses. As such, the application would not result in an increase in the number of vehicle movements on the local road network, compared with that previously modelled for the Concept Plan.

Given that this application does not seek to increase either commercial floor space or on-site car parking (compared to that already assessed under the current concept plan), there are to be no additional traffic/transport impacts associated with the application beyond that previously assessed by Arup.

Yours sincerely

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