

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

Attention: Megan Fu

Dear Mr Gibson

**Exhibition of Modification Request for the Macquarie University Concept Plan
Amendments, Macquarie University, North Ryde (MP 06_0016 MOD 1)**

Thank you for your letter dated 20 November 2017 requesting Transport for NSW (TfNSW) comment on the subject concept plan modification application. The proposed modifications were reviewed and comments are provided below.

The Macquarie University Concept Plan 2009 was based on providing facilities for an Equivalent Full-Time Student Load (EFTSL) of 25,200 on the Campus by 2031. It is understood that the University has surpassed these figures, with a student load of 28,913 EFTSL in 2016. Projections have been revised to 39,776 EFTSL by 2036; approximately 14,500 EFTSL (50-60% additional student load) beyond initial projections. Although this would occur 5 years beyond the initial projection, student population growth would be a significant contributor to the need for additional academic floor space. In response, this modification seeks approval to increase the maximum floor space by 95,800m² GFA.

The Traffic and Parking Statement, prepared by Arup (Dec 2016), concludes that *“there are to be no additional traffic/transport impacts associated with the application beyond that previously assessed by Arup”* on the basis that there would be no additional on-site parking for the academic and commercial uses. This statement would only hold true should all increases in student population utilise non-car modes of transport.

However, there is the potential that students will travel via private vehicle and park on-street (within the surrounding public road network) or utilise remaining car park capacity, if any. The initial concept plan committed to a target of 40% non-car modal split, which has been exceeded with 48% non-car modal split achieved in 2014.

Notwithstanding the above, the car modal split was measured at 30% in 2014. Should the 2014 trends remain constant as the student population increases, it is expected that the expansion of academic floor space would result in additional traffic movements to/from the university. The provision of no additional parking would likely reduce the proportion of car users; however additional measures may be required and new non-car modal split targets should be included within the modified Statement of Commitments.

Macquarie University should undertake investigations to determine an appropriate target such that the estimated traffic generation as a result of the approved concept plan would be commensurate to that of the modified concept plan, albeit with an increased student population. This target should be incorporated into the University Travel Plan (UTP) and the commitments of the UTP would operate per the current commitments.

Any data collected and/or studies undertaken regarding student/employee population travel behaviour to the university should be made available to TfNSW to assist with service provision and long-term strategic transport planning.

If you require any further information or clarification of the above, please contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



Tim Dewey
**A/Principal Manager, Land Use Planning & Development
Freight, Strategy & Planning**

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