

Our Ref: 18201

12 April 2019

UTS  
PO Box 123  
Broadway  
NSW 2007 Australia

**Attention: Greg Moore**

Dear Greg,

**RE: UTS BON MARCHE AND SCIENCE PRECINCT PROJECTS  
RESPONSES FROM CITY OF SYDNEY AND ROADS & MARITIME SERVICES**

I have now reviewed the two letters listed below

- City of Sydney letter dated 10th December 2018
- Transport For New South Wales letter 13th December 2018

I would comment on the two letters as follows.

### **City of Sydney Response**

#### Pedestrian Amenity

##### a) Harris Street

The City of Sydney correspondence recognises that “All footpaths surrounding the site are narrow and congested” and that the “proposal should seek to improve the level of service for the footpaths - this part of the City has the highest levels of pedestrian activities. The proposal should also consider projected additional pedestrian numbers generated by the redevelopment, growth in the southern end of the City and Sydney Metro. Dedication of traffic lane on Harris Street should be a key consideration to improving pedestrian amenity on Harris Street. The future of Harris Street should be considered with TfNSW's 'Movement and Place' framework”

It then notes “Rather than provide a street setback within the site boundary, the proposal is to remove 1 lane of traffic southbound for footpath widening and street tree planting... Harris Street is a major arterial road in the city conveying traffic from the north to the west. The removal of a traffic lane is unlikely to be supported by RMS.

RMS in their response note that “Any capacity reduction along Harris Street would have an impact on the operation of the wider road network within and surrounding the CBD and is not supported”.

The removal of a traffic lane along Harris Street will have an impact and would not be supported by RMS.

***It is proposed therefore that the reduction in the number of traffic lanes on Harris Street will no longer be pursued at this time. It is also noted that the Proposal is independent of removing the traffic lane on Harris Street and that UTS's intention was to bring all the key authorities together and contribute to the long term amenity of the Precinct.***

b) Midblock crossing along Harris Street between Thomas Street and Broadway

RMS note that the “installation of a midblock crossing along Harris Street between Thomas Street and Broadway is not supported as it would create further safety and efficiency issues for an essential movement corridor”

Whilst RMS suggest the use of overpasses and better connections to the existing signalised crossings, they both involved significant detours for pedestrians.

***It is proposed therefore that the proposed mid-block crossing along Harris Street between Thomas Street and Broadway will no longer be pursued at this time. Again it is noted that the Proposal is independent of the crossing provision, UTS's intention was to contribute to the long term amenity of the area. It is also noted that increased setbacks at the ground plane will be provided which will facilitate pedestrian movement.***

c) Widening of the Pedestrian Crossing on the Harris Street approach at the Broadway Intersection

As identified in the traffic report, the proposed widening of the crossing on the Harris Street approach to 10m at the Broadway intersection, would result in vehicles needing to travel an additional three to six metres to cross the intersection. RMS has stated that “Any capacity reduction along Harris Street would have an impact on the operation of the wider road network within and surrounding the CBD and is not supported”. It is inevitable that there will be a traffic capacity reduction as a result of this widening.

***It is proposed therefore that the widening of the Pedestrian Crossing on the Harris Street approach at the Broadway Intersection will no longer be pursued at this time. Again it is noted that the Proposal is independent of the proposed widening, UTS's intention was to contribute to the long term amenity of the area.***

### Loading Docks

City of Sydney recognise that "the existing loading dock will gain a higher efficiency with the application of an appropriate loading dock management plan" and that "the success will depend on the prompt coordination and better management among the different users of UTS precinct".

***It is agreed therefore that a Loading Dock Management Plan will be submitted with any future detailed application.***

### Increase in car parking

The City of Sydney has noted that "proposal should align with the original approved concept design that is with no additional increase in on-site car parking spaces to be proposed in this highly accessible CBD location". Council note the existing queues occurring on the road network and believe that additional car parking spaces will add to the existing vehicle queue at the surrounding intersections and negatively impact on the traffic network.

UTS are maintaining their view that they want the ability to provide 150 parking spaces in the building. The traffic report noted that:-

The existing Building 10 car park contains 328 car parking spaces. Boom gate data indicates the car park generates a peak generation of 89 trips per hour (86 in/ 3 out) and 79 trips per hour (20 in/ 59 out) in the morning and afternoon peak periods respectively. On this basis, the car park generates the following trip generation rates:

- Morning peak: 0.27 trips per space, and
- Afternoon peak: 0.24 trips per space.

The proposed development car park is anticipated to generate a similar level of traffic to Building 10. Based on the above rates, it is anticipated that up to a 150-space car park would generate up to 41 trips per hour in the morning peak and 36 trips per hour in the afternoon peak.

By comparing Figure 3.4 and Figure 5.1 of the traffic report, it can be seen that the additional 36 – 41 trips will have very little impact.

Intersection	EXISTING			POST DEVELOPMENT		
	PM Peak			PM Peak		
	Average Delay	LoS	95 <sup>th</sup> Percentile Queue	Average Delay	LoS	95 <sup>th</sup> Percentile Queue
Harris St-Ultimo Rd	17	B	158	204	B	204
Harris St-Thomas St	5	A	87	93	A	93
Broadway-George St-Harris St-Regent St	28	B	212	215	B	215
Broadway-Wattle St-Abercrombie St	28	B	222	228	B	228
Wattle St-Thomas St	37	C	23	43	D	29

The proposed modest increase of around 40 vehicles per hour (arrivals and departures) in the peak periods would add only one/two vehicles to each traffic signal cycle.

***The suggested increase in parking will have minimal traffic impact on the efficiency of the road network.***

#### Bicycle parking and associated facilities

City of Sydney note that “UTS has been gradually increasing the bicycle parking supply on campus based on regular monitoring of bike demand. This is not considered acceptable because it is the provision of attractive and appropriate bicycle parking facilities that will encourage students and employees to ride”.

***UTS is agreeable to provide additional bicycle parking and end of trip facilities commensurate with the Bon Marche and Science Redevelopment should the development proceed.***

#### Construction Pedestrian and Traffic Management

***We agree that any Stage 1 approval should be conditioned to prepare a draft Construction Pedestrian and Traffic Management Plan in consultation with the Sydney Coordination Office within TfNSW and Roads and Maritime Services which should form part of the submission of the related Stage 2 State Significant Development application.***

We trust the above is clear but feel free to call me should you require anything further.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'K. Hollyoak', is positioned above the printed name.

**Ken Hollyoak**  
**Director**