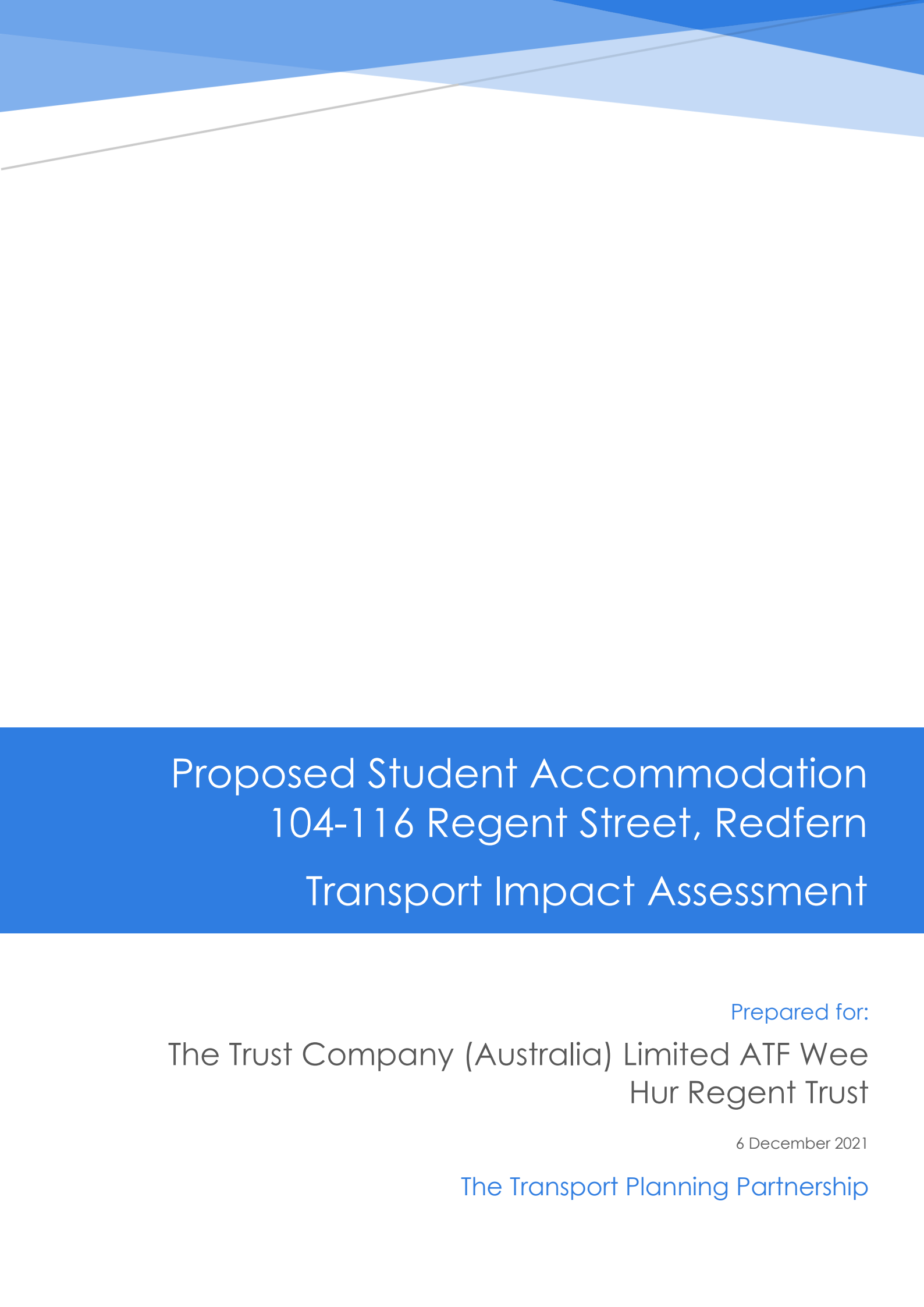




Proposed Student Accommodation 104-116 Regent Street, Redfern Transport Impact Assessment

Prepared for:
The Trust Company (Australia) Limited ATF Wee
Hur Regent Trust

6 December 2021

The Transport Planning Partnership

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Client: The Trust Company (Australia) Limited ATF Wee Hur Regent Trust

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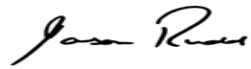
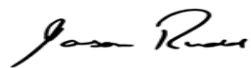
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- A. LOADING AREA VEHICLE SWEPT PATHS
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1 Introduction

1.1 Background

The Transport Planning Partnership (TPPP) has prepared this transport and accessibility impact assessment (TIA) report, on behalf of The Trust Company (Australia) Limited ATF Wee Hur Regent Trust to accompany a State Significant Development Application (SSDA) to the Department of Planning, Industry and Environment (DPIE).

The SSDA is seeking approval to demolish an existing building at 104-116 Regent Street Redfern and construct in its place an 18-storey student accommodation building comprising 387 bedrooms with ancillary facilities and a small ground floor retail component.

1.2 Secretary's Environmental Assessment Requirements

In July 2021, DPIE issued Secretary's Environmental Assessment Requirements (SEARs) for a state significant development application for student housing at 104-116 Regent Street Redfern.

Specifically, a transport and accessibility impact assessment of the operational aspects of the proposed student accommodation development is required as part of the SSDA, in accordance with the SEARs for the proposed development.

The issues raised in the SEARs have been considered and addressed in the preparation of this TIA and are summarised in Table 1.1.

Table 1.1: Review of Compliance with SEARs

SEARS	Report Reference
Transport, Traffic, Parking and Access – Operation and Construction The EIS must include a transport and accessibility impact assessment, which provides:	
The predicted transport mode share split for the proposed development	Section 4.6
An analysis of the existing traffic network, including the road hierarchy, current daily and peak hour vehicle movements and existing performance levels of nearby intersections	Section 2 Existing performance is not required as the development proposes no traffic generation
A forecast of additional daily and peak hour vehicle movements as a result of the proposal (using SIDRA modelling or similar at 8-year intervals) and identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cycle conflicts)	Section 4.6 Future performance is not required as the development proposes no traffic generation
Proposals to mitigate any traffic impacts, including intersection upgrades to achieve acceptable performance	Section 4.10

SEARS	Report Reference
Details of proposed vehicular access, loading, deliveries and servicing arrangements, and any proposed infrastructure improvements or measures to reduce potential conflicts with pedestrian and cyclists	Section 4.7
Proposals to improve walking and cycling, such as connections into existing walking and cycling networks, high quality end-of-trip facilities and adequate bicycle parking for visitors, employees and residents (provided in accordance with the relevant rates, specifications and standards).	Section 4.3
Measures to promote sustainable travel choices for employees, residents or visitors, such as minimising car parking provisions, encouraging car share and public transport, cycling and walking, implementing a green travel plan and providing end-of-trip facilities	Sections 4.2, 4.4 and 4.10

2 Existing Conditions

2.1 Site Description

The subject site is located at 104-116 Regent Street, Redfern, and falls within the local government area of City of Sydney Council.

Based on the State Environmental Planning Policy (State-Significant Precincts) 2005, The site is zoned as Business Zone – Commercial Core and is bounded by Regent Street, Margaret Street and William Lane on the east, south and west boundary respectively.

The site was previously occupied by a service station which has been partially demolished, and the site has been remediated. The existing building is currently under assessment with the City of Sydney for demolition.

The location of the site and its surrounds is presented in Figure 2.1.

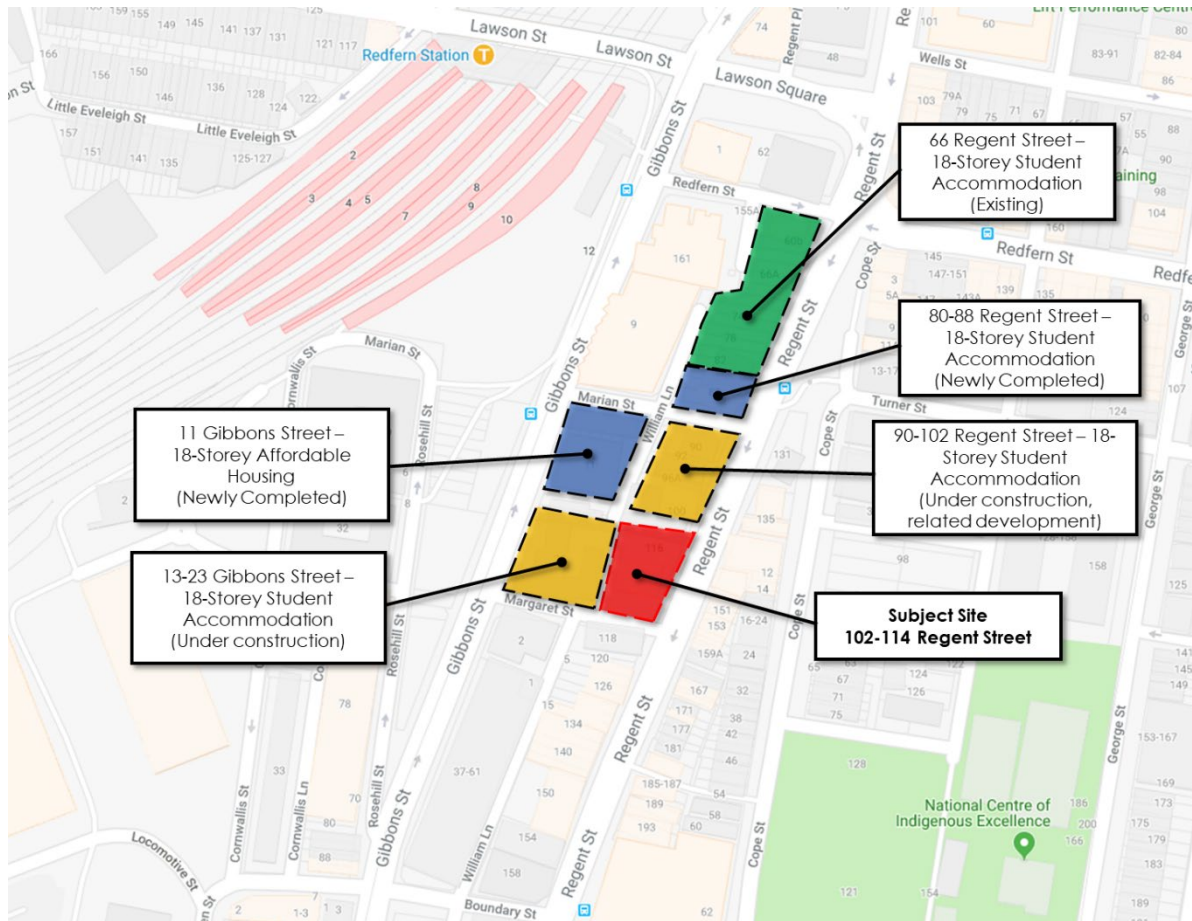
The surrounding land uses predominately comprise a mix of residential, commercial and retail shop/café use.

Notably, the subject site is surrounded by a number of existing, under construction or proposed student accommodation sites, including 90-102 Regent Street adjacent to the site and 13-23 Gibbons Street.

Redfern Railway Station is located approximately 300m (walking distance) north-west of the site and provides various rail service connections to numerous destinations across Sydney.

In addition to the existing Redfern Station, the State Government is currently constructing Stage 2 of the Sydney Metro Project (City and Southwest). The Metro Project includes a new station at the corner of Raglan Street and Cope Street which is approximately 400m walking distance or a 6-minute walk from the subject site. The Metro Project is expected to be operational by 2024 and provides an additional alternative to public transport services in the area. The future Sydney Metro Project is further discussed in Section 2.4 below.

Figure 2.1: Site Location



Base Map Source: Google Maps Australia

2.2 Road Network

2.2.1 Regent Street

Regent Street is a one-way southbound State Road that extends along the eastern boundary of the site. The road runs in a north-south direction with two traffic and two parking lanes across a carriageway width of 12m.

Regent Street provides one-hour restricted on-street parking along the site's road frontage. The posted speed limit along Regent Street at the site is 60km/hr.

2.2.2 Gibbons Street

Gibbons Street is a one-way northbound State Road which runs parallel to Regent Street, west of the site.

Gibbons Street provides 4 lanes, including 2 traffic lanes and 2 kerb side parking lanes. The eastern kerbside lane operates as a peak period clearway (6am-10am and 3pm-7pm) on weekdays. Time restricted parking is provided outside of clearway hours.

Between Marian Street and Redfern Station, the western kerbside lane of Gibbons Street a designated bus stop zone.

The posted speed limit along Gibbons Road is 50km/hr.

2.2.3 Margaret Street

Margaret Street is a two-way local road that extends along the northern boundary of the site providing a road connection between Regent Street and Gibbons Street.

Due to the limited road width, parking is wholly unpermitted, and cars are likely required to manoeuvre at low speeds to allow contraflow.

2.2.4 Marian Street

Marian Street is a one-way local road providing a road connection between Regent Street and Gibbons Street.

Time restricted 1-hour on-street parking is provided on the northern side of Marian Street. A carshare space is provided on the northern side of Marian Street near the intersection with Gibbons Street.

2.2.5 William Lane

William Lane is a narrow (approx. 4.5m) two-way laneway that extends in a north-south alignment. The laneway provides rear access to properties for parking and loading activities. Access to the laneway is provided off Marian Street. No parking is provided on either side of the laneway.

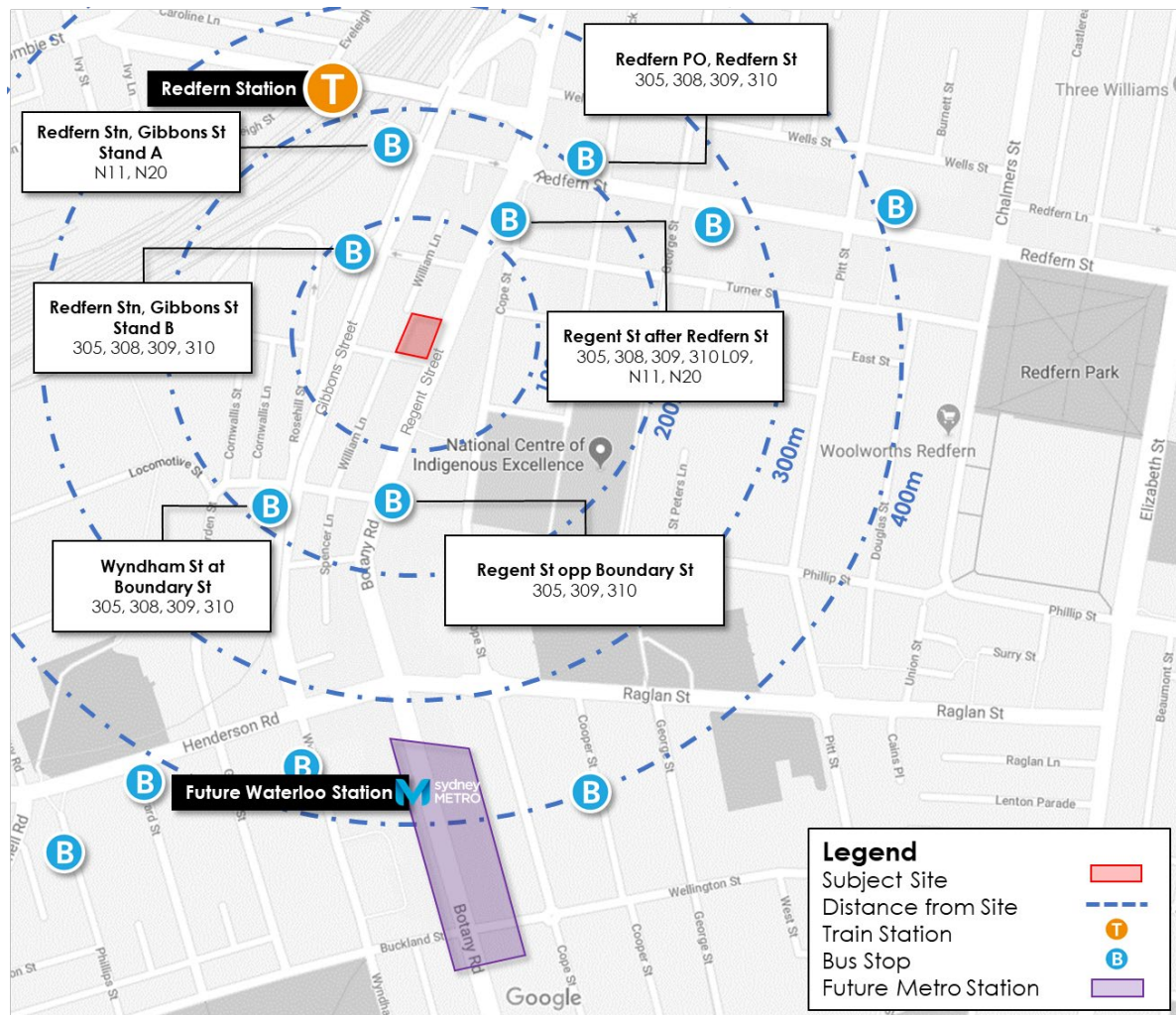
2.3 Public Transport Facilities

The subject site is located within close proximity to existing high frequency services, being located 300m south-east of Redfern Station (approx. five-minute walk). The station is serviced by a number of railway lines that provide connections to various destinations across the Sydney Metropolitan area including the Sydney CBD.

In addition to this, there are a number of bus stops located within the immediate vicinity of the site, which provide good public transport connectivity to surrounding suburbs including Mascot, Matraville, Eastgardens and City suburbs.

shows the available public transport facilities within close proximity to the site.

Figure 2.2: Surrounding Public Transport Facilities



Source: Google Maps Australia

Table 2.1 and Table 2.2 present a summary of the existing train and bus services and associated frequencies during the weekday morning and evening peak periods respectively.

Table 2.1: Existing Train Services and Frequencies at Redfern Station

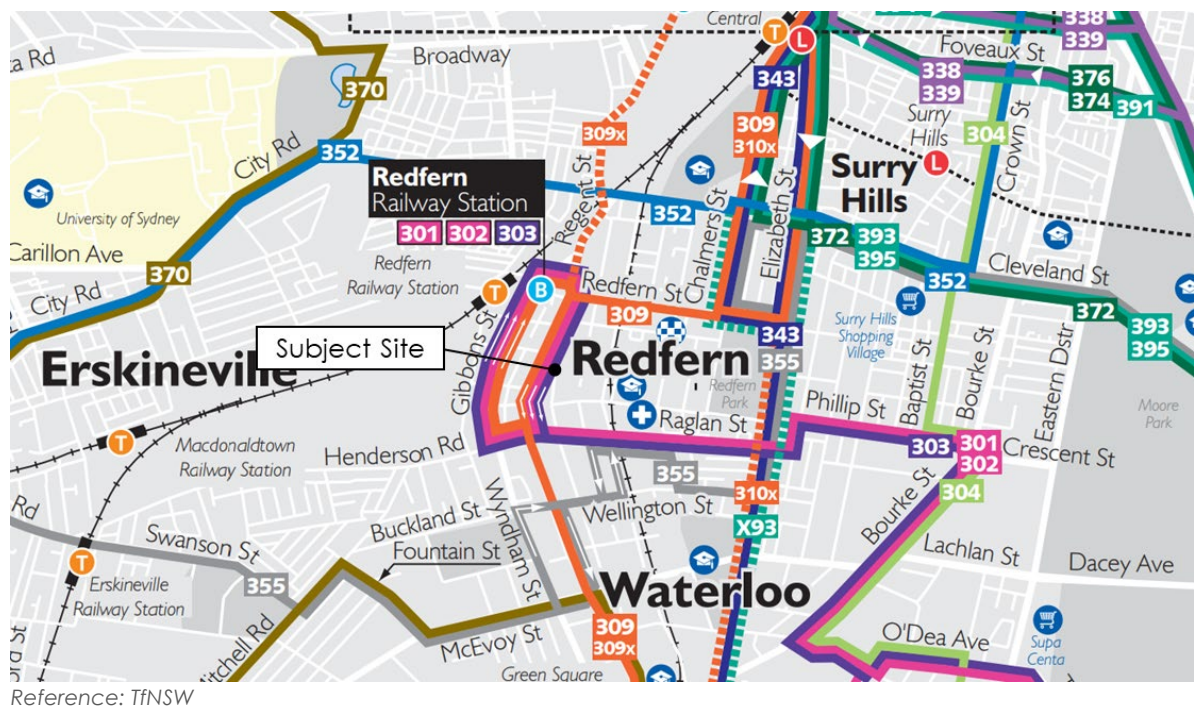
Route	Route Description	Typical Weekday Frequency	
		Morning Peak	Evening Peak
T1 North Shore and Western Line	Berowra to City via Gordon	3-6 mins	3 mins
	City to Berowra via Gordon	3 mins	3-5 mins
	Emu Plains or Richmond to City	3 mins	3-7 mins
	City to Emu Plains or Richmond	3-7 mins	3 mins
T2 Inner West and Leppington Line	Parramatta or Leppington to City	2-5 mins	5-12 mins
	City to Parramatta or Leppington	2-5 mins	2-6 mins
T3 Bankstown Line	Liverpool or Lidcombe to City via Bankstown	3-6 mins	3-15 mins
	City to Liverpool or Lidcombe via Bankstown	4-15 mins	4-15 mins
T4 Eastern Suburbs and Illawara Line	Waterfall or Cronulla to Bondi Junction	3 mins	3 mins
	Bondi Junction to Waterfall or Cronulla	3-6 mins	3 mins
T8 Airport and South Line	Macarthur to City via Airport of Sydenham	15 mins	-
	City to Macarthur via Airport of Sydenham	-	15 mins
Blue Mountains Line	Bathurst and Lithgow to Central	30 mins	-
	Central to Bathurst and Lithgow	-	30 mins
Central Coast and Newcastle Line	Newcastle Interchange to Central via Strathfield or Gordon	30 mins	-
	Central to Newcastle Interchange via Strathfield or Gordon	-	30 mins
South Coast Line	Bomaderry or Port Kembla to Central and Bondi Junction	20 mins	20 mins
	Bondi Junction and Central to Bomaderry or Port Kembla	30 mins	20 mins

Table 2.2: Existing Bus Services and Frequencies

Route	Route Connectivity	Typical Weekday Frequency During Peak Hour
301	Eastgardens to Redfern via Mascot	30 mins
302	Eastgardens to Redfern via Kingsford	1 hour
303	Sans Souci to Redfern via Mascot	30 mins
305	Mascot and Central	20 mins
308	City and Marrickville Metro via Redfern	20 mins
309	Matraville and Central	10 mins
310	Eastgardens and Central via Botany Road	12 mins
L09	Matraville and Redfern	15 mins
N11	City and Cronulla	N/A; Night ride bus only
N20	City and Riverwood	N/A; Night ride bus only

A map of the existing bus routes within the immediate vicinity of the site is shown in Figure 2.3.

Figure 2.3: Bus Routes

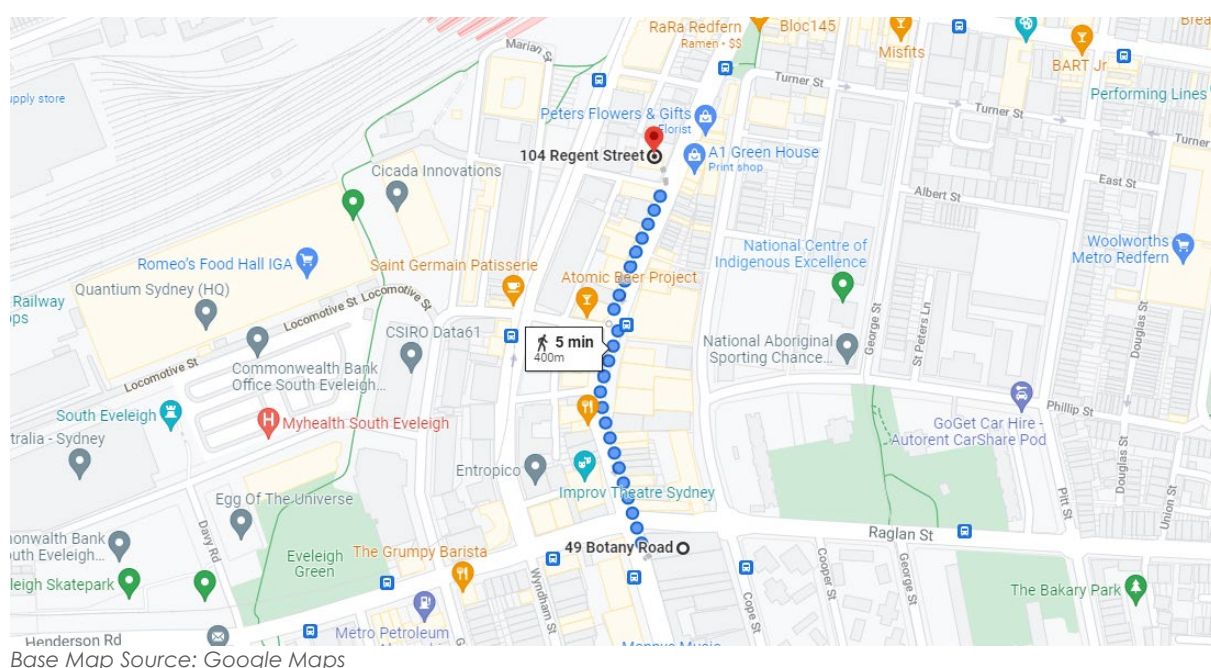


2.4 Sydney Metro Project – Waterloo Station

The Sydney Metro is Australia's biggest public transport project which will deliver 31 metro stations and will increase the capacity of train services entering the Sydney CBD from about 120 services an hour today to up to 200 services beyond 2024.

Waterloo Station will be an underground station that will be along the future Sydney Metro Line. The station is located approximately 450m south from the site at the corner of Raglan Street and Cope Street.

Figure 2.4: Walking Distance to Future Waterloo Metro Station



2.5 Pedestrian Infrastructure

Pedestrian facilities are generally well provided within the immediate vicinity of the subject site being located near Redfern Station. Sealed pedestrian paths are provided on both sides along surrounding streets, including Gibbons Street, Margaret Street, Marian Street and Regent Street. In addition to this, a signalised pedestrian crossing is provided across Gibbons Street to provide safe and dedicated passage to/from Redfern Station.

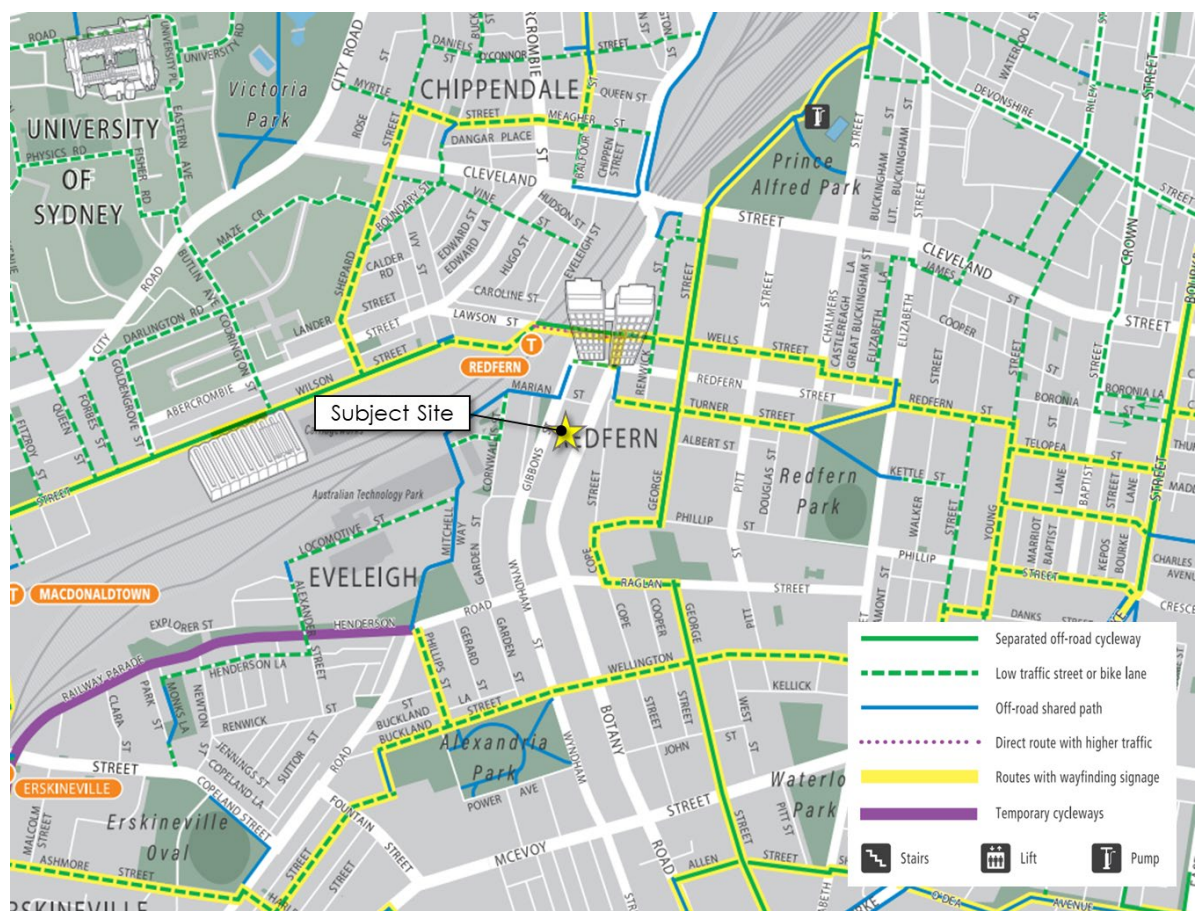
No footpaths are provided along William Lane. However, this road is characterised as low-traffic service lane which generally only serves as access to parking areas of adjacent developments.

2.6 Cycle Infrastructure

An off-road shared path is provided along Gibbons Street and Marian Street north of the site which provides good cycle linkages to Redfern Station and commercial and retail establishments. This shared path also connects to on-road and off-road cycling paths towards University of Sydney, University of Technology Sydney, University of Notre Dame, TAFE and Sydney CBD.

The existing cycling network within the vicinity of the site is shown in Figure 2.5.

Figure 2.5: Existing Cycle Routes and Infrastructure



Source: City of Sydney Cycleway Map

3 Proposed Development

3.1 Proposal Description

The proposed development involves the construction of an 18-storey student accommodation building with ancillary facilities and a small ground floor retail component.

The proposed development site of 104-116 Regent Street is located adjacent to the approved student accommodation development at 90-102 Regent Street. Both sites are owned and will be developed and operated by Wee Hur Regent Trust.

The proximity of the two sites is shown in Figure 3.1.

The proposal comprises the redevelopment of the site as summarised below

- Construction of an 18-storey building comprising a total of 9,562m² gross floor area (GFA) with a mix of land use activities, including:
 - Level 1:
 - 72m² of retail floor space,
 - 490m² of communal student area,
 - 102 bicycle parking spaces,
 - Loading and waste management facilities and
 - ancillary services and facilities
 - Upper levels:
 - student accommodation providing a total of 411 beds.
 - Studios and two-bedroom configurations, with indoor and outdoor communal spaces on Levels 2, 4 and 16 and additional indoor communal areas on Levels 2 and Level 4.
- Hard and soft landscaping within the outdoor communal terraces on the roof-top of the podium level and Levels 4 and 16
- Public domain improvements including provision of a landscaped through-site link connecting William Lane to Margaret Street and associated improvements to the Regent Street and Margaret Street frontages, including awnings and footpath upgrades.

The proposed site layout plan prepared by Antoniades Architects is shown in Figure 3.2.

The proposed loading arrangements are shown in the Lower Ground Floor plan prepared by AJ+C Architects as shown in Figure 3.3. Bins will be stored on-site at 104-116 Regent Street and wheeled on-foot daily to the bin room at 90-102 Regent Street, and a small rigid vehicle will service the combined waste removal daily.

The contextual design and coordination between the subject site and 90-102 Regent Street is shown in Figure 3.4.

A vehicle turntable will be provided within the 90 – 102 Regent Street loading area to allow vehicles to enter/exit the site in a forward direction.

The loading area has been designed to accommodate a Small Rigid Vehicle (SRV 6.4m long) as defined by AS2890.2. The SRV will enter the site in a forward direction on William Lane and will be turned around using the 8.0m diameter turntable in the loading bay. Waste will be loaded from the waste room and empty bins allocated to 104-116 Regent Street will subsequently be returned.

Figure 3.1: Location of Proposed and Approved Wee Hur Regent Trust Student Accommodation Sites

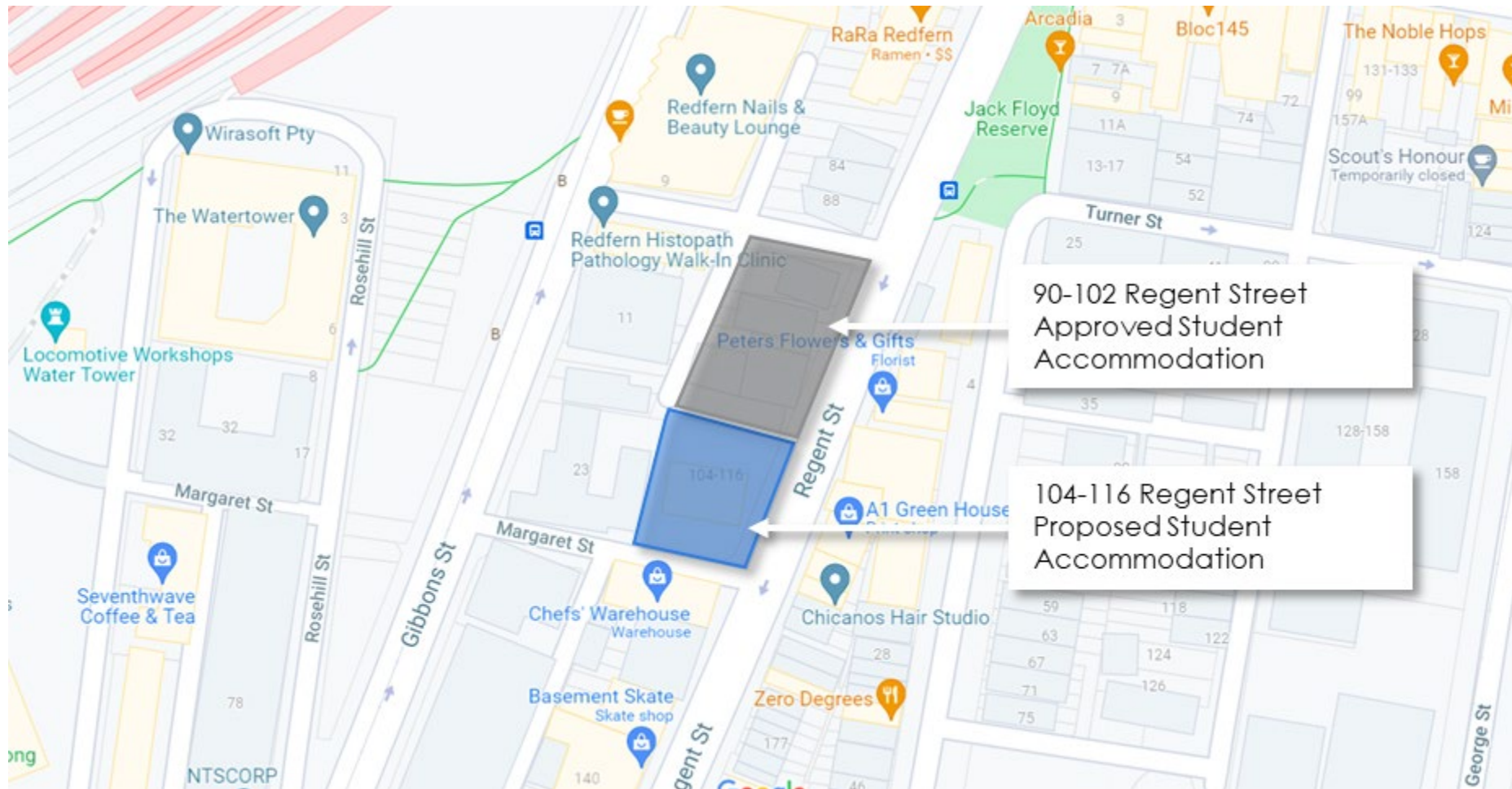
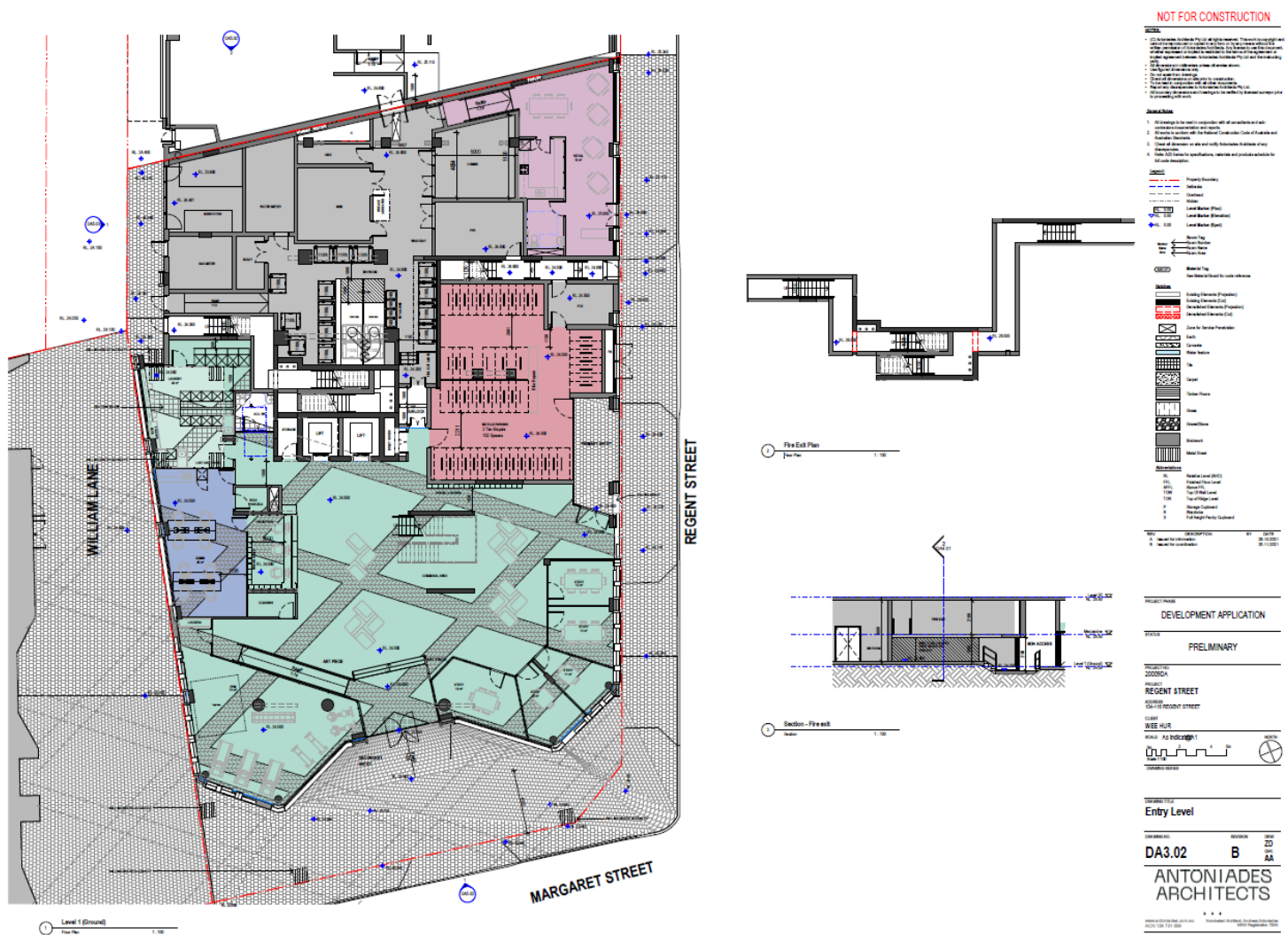
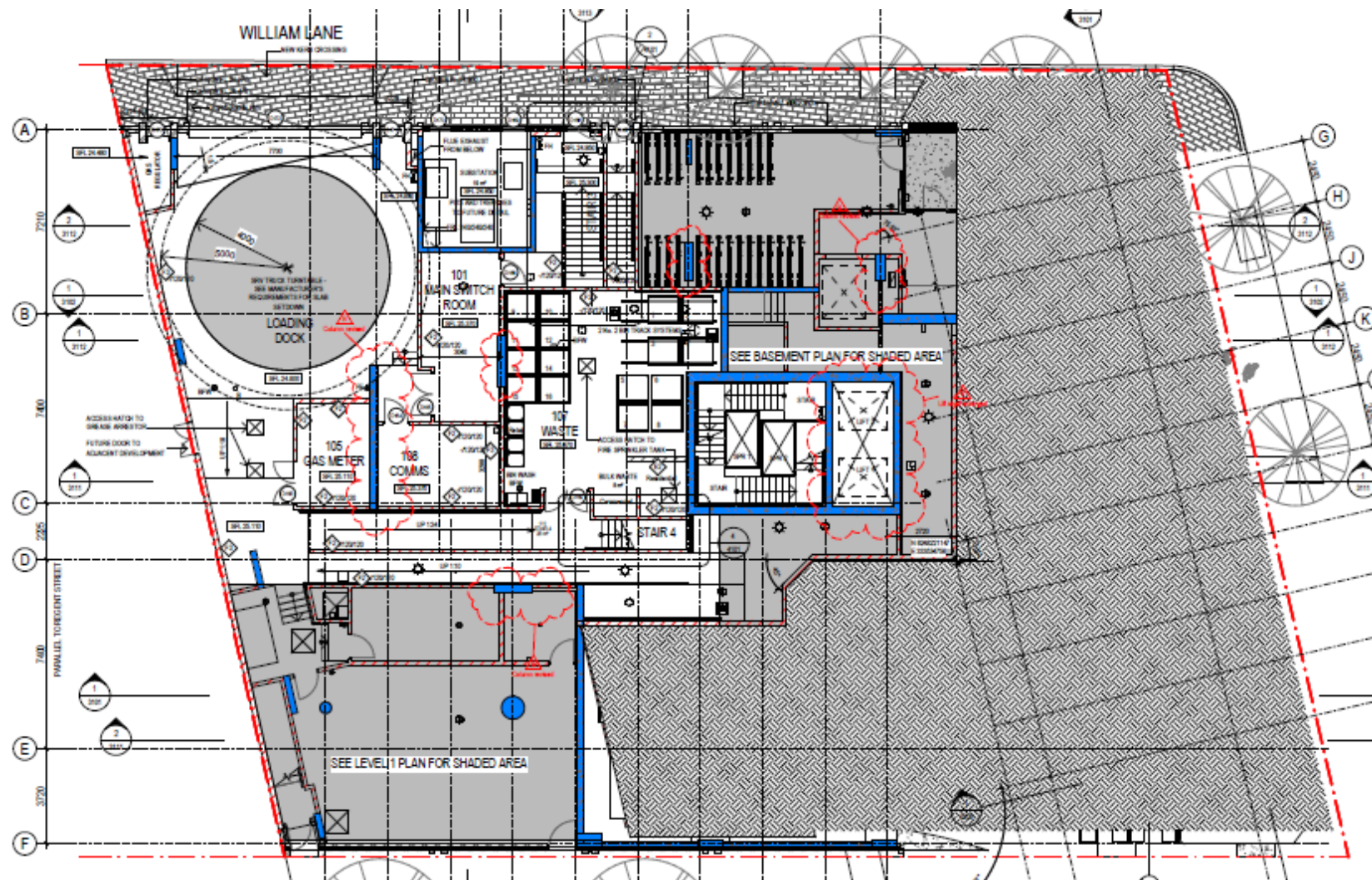


Figure 3.2: Site Layout Plan (Ground Level)



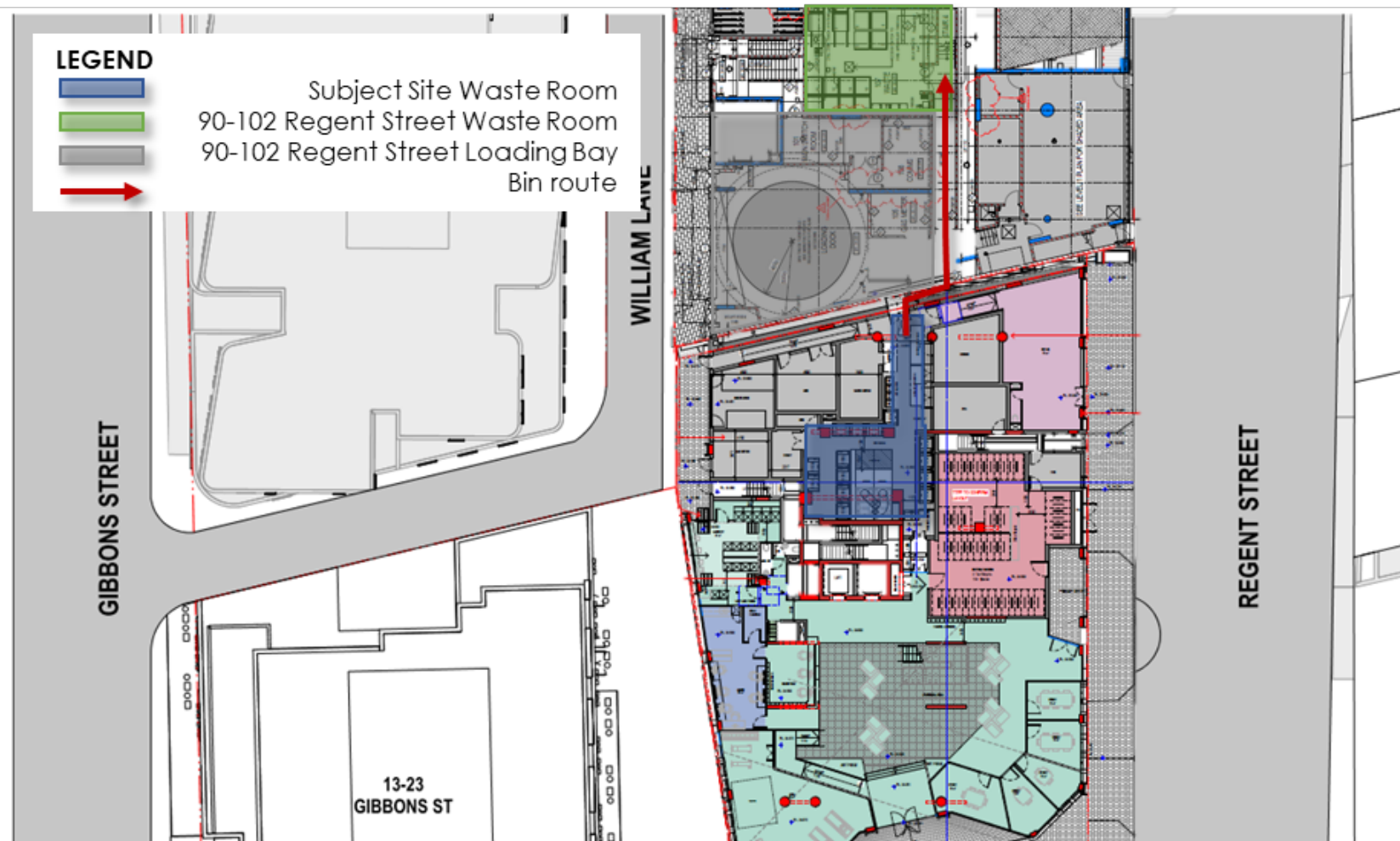
Source: Antoniadis Architects (25/11/21)

Figure 3.3: Vehicle Loading Area (Lower Ground Floor)



Source: AJ+C Architects (24/11/21)

Figure 3.4: Overview Site Layout Plan



Source: Antoniades Architects (25/11/21) and AJ+C Architects (24/11/21)

4 Assessment of Proposed Development

4.1 Strategic Transport Context

There are a range of strategic planning documents, policies and guidelines that apply to the proposed development site.

With regard to traffic and transport, the implications of these strategic directions to the proposed development are set out below.

Future Transport Strategy 2056 (and supporting Plans)

Future Transport 2056 Services and the associated Infrastructure Plans (SIPs) set out initiatives to be delivered in the first 10 years of the 40 year vision across Regional NSW and in Greater Sydney.

The Future Transport 2056 Strategy is focused on six key outcomes for the future of mobility in the state, which together aim to positively impact the economy, communities and environment of NSW. The key outcomes are defined as:

1. Customer focused
2. Successful places
3. A strong economy
4. Safety and performance
5. Accessible services
6. Sustainable

The Future Transport Strategy 2056 is supported by a range of plans which include with relevance to the site the following:

- Greater Sydney Services and Infrastructure Plan; and
- Southeast Sydney Transport Plan.

Both these plans have a core objective to provide for future population growth in an economic, social and sustainable manner to create liveable communities.

With regard to transport, it is recognised that the site locality has the characteristics whereby there are opportunities for people travelling to, from and within South East Sydney to choose walking, cycling and public transport as efficient modes of transport. These modes are recognised to be convenient and contribute to our sustainable future and build community resilience.

The proposed zero on site car parking provision for the proposed student accommodation development is consistent with the strategic directions of the Future Transport Strategy and its supporting plans.

4.2 Car Parking

4.2.1 Overview of Assessment Methodology

The parking assessment of the proposed student accommodation on the site at 104-116 Regent Street, has taken into considered the various parking requirements set out in various policies and planning documents along with demand characteristics for parking obtained from travel surveys conducted at a similar sites.

The consideration of parking requirements for adjacent approved student accommodation has also been considered herein to ensure a consistent approach to parking for student accommodation developments in the locality.

4.2.2 Car Parking Requirements

The car parking requirements for the site have been based on the approved provisions for the adjacent site, 90-102 Regent Street Redfern, as well as review of travel mode reports for nearby student accommodation blocks and car parking provisions for existing and operating student accommodation.

The DPIE approved the development application for student accommodation at 90-102 Regent Street Redfern (SSD-10382) in June 2021, under the car parking provision scheme. Moreover, the development was approved with the express understanding that no car parking provisions would result in very minimal vehicular traffic generation (primarily via car share or ride share travel, if any).

For convenience, the car parking assessment has been produced below.

4.2.3 Adequacy of Proposed Car Parking Provision

Student accommodation development do not usually include onsite car parking provisions, as these sites are targeted at a demographic who do not typically own a car.

In addition, student accommodations are typically located within walking distances to nearby tertiary education campuses.

The proposed development site is well-serviced by high frequency public transport services, including local amenities, services and recreational facilities. The future Sydney Metro Waterloo Station will also further add to the site's public transport accessibility.

For these reasons, it is considered acceptable and appropriate that the proposed student accommodation development not provide any onsite car parking.

Notably, there are multiple student accommodation developments in proximity of the subject site as shown in Figure 4.1. As previously indicated, an 18-storey affordable housing development is currently being constructed at 11 Gibbons Street.

A student accommodation development at 80-88 Regent Street has been newly constructed and also provides no parking for residents/ tenants.

It is understood that the approved affordable housing development comprises 160 dwellings, 194m² retail/commercial use and a 244m² office space. Furthermore, the approved student accommodation – which will be operated by Iglu in conjunction with the existing adjacent Iglu site at 66 Regent Street), will provide some 134 student accommodation units. Both of these recently approved developments will provide no off-street car parking.

It is also noted that another 18-storey student accommodation site which TTPP was involved in preparing SSDA TIA reports is has been approved by City of Sydney Council. This particular site is located less than 100m away at 13-23 Gibbons Street, Redfern and is proposed to provide 488 student beds, minor retail tenancy and nil on-site car parking.

Finally, TTPP has also been involved with 90-102 Regent Street, Redfern (as mentioned above) and the site proposes no parking. SSD-10382 has been granted development approval.

Student accommodation developments within a 2km radius of the subject site as shown in Figure 4.1.

Similar to the proposal, the existing student accommodation sites are located within close proximity to tertiary education campuses with good transport links and social centres.

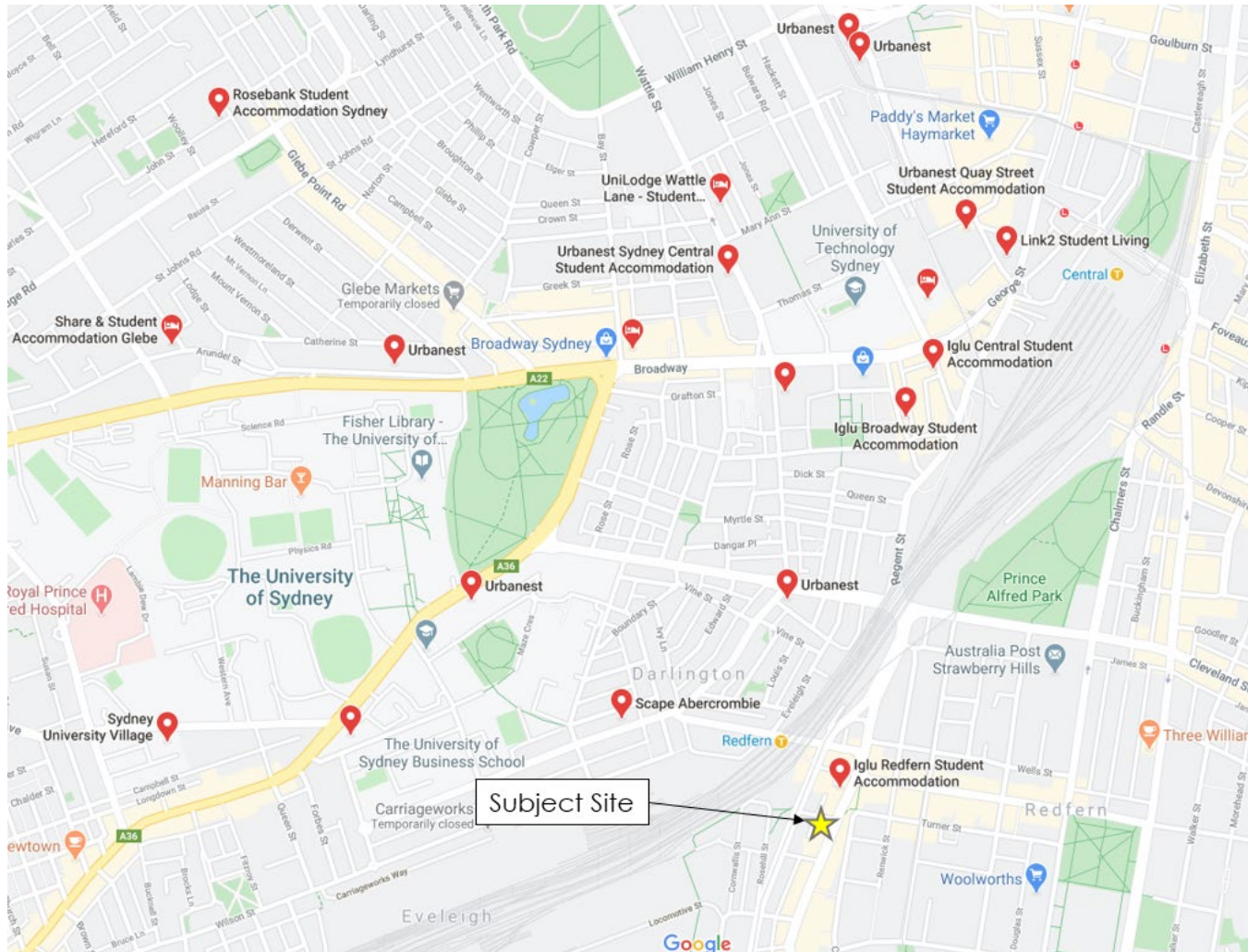
A summary of existing student accommodation sites with nil parking is provided in Table 4.1.

As seen in Table 4.1 there are a number of existing student accommodation developments in and around Sydney that do not provide any onsite car parking spaces.

It should be noted that tenancy agreements have been imposed on residents of these sites to ensure that students do not bring a car to the site, and that breach of this agreement could result in termination of their tenancy agreement. Similar arrangements would be incorporated to the proposed development to ensure minimal parking impacts on the surrounding roads.

Further to this, as part of Cardno's traffic assessment of the approved student accommodation development at 157-163 Cleveland Street, Redfern (500m away from the site), a survey questionnaire was conducted to understand the travel patterns of existing students living at Urbanest Quay Street, Haymarket. It is understood that the student accommodation site provided by Urbanest Quay Street, Haymarket also did not have any car parking provisions.

Figure 4.1: Student Accommodation Sites in the Nearby Area



Source: Google Maps

Table 4.1: Student Accommodation with no parking provision

Provider	Address	No. of Beds	Approx. Walking Distance to the Closest University	No. of Car Parking Spaces	No. of Motorcycle Parking Spaces
Iglu - Chatswood	73 Albert Ave, Chatswood	395	NA (10 minute train trip to Macquarie University)	0	-
Iglu – Redfern	66 Regent St, Redfern	370	900m (University of Sydney, Main Campus)	0	-
Iglu - Broadway	9 Kensington St, Chippendale	271	280m (University of Technology Sydney)	0	-
Iglu - Central	1 Regent St, Chippendale	98	150m (University of Technology Sydney)	0	0
Iglu – Central Park	6 Central Park Ave, Chippendale	770	250m (University of Technology Sydney)	0	-
Urbanest – Cleveland Street	142 Abercrombie St, Redfern	461	885m (University of Sydney, Main Campus)	0	0
Urbanest – Wattle Street	473 Wattle Street, Ultimo	665	300m (University of Technology Sydney)	0	86
Urbanest – Haymarket	83 Quay Street	334	320m (TAFE NSW, Ultimo)	0	-
Urbanest – Darlington	150 City Road	471	200m (Uni of Sydney, Main Campus)	0	-
UniLodge @ UNSW	1 Lorne Ave, Kensington	231	700m (University of NSW)	0	-
Urbanest – Quay Street	83 Quay Street, Haymarket	334	260m (Sydney TAFE)	0	0

The key findings of the surveys from the Cardno report were as follows:

- 76% of residents studied at either University of Sydney or UTS (within walking distance of either development site)
- For trips with a study purpose, **0% of respondents travelled via car**, 23% used public transport, 65% walked, and 1% travelled via motorbike/scooter
- For trips with a work purpose, **0% of the respondents travelled via car**, 23% used public transport, 59% walked, 2% travelled via motorbike/scooter, and 2% took a taxi
- For trips with a social purpose (going out, dinner etc), **0% of the respondents travelled via car as a driver**, 2% travelled as a car passenger, 33% used public transport, 61% walked, 0% travelled via motorbike/scooter or bicycle and 4% took a taxi

- Bicycles are the transport mode of choice for the respondents; 14% said that they owned or planned to own a bicycle during their stay at Urbanest. This compares with 10% for a car and 6% for a motorbike/scooter
- Of those that took public transport, approximately 70% outlined that this was their preference as it was either faster, cheaper or more convenient than the other alternatives
- 14% of respondents said they either owned, or planned to own, a bicycle during their residences at Quay Street
- Of the residents that owned a car, 40% parked in a paid parking space and 60% used a friend or relatives' space
- For 55% of residents, their friends and relatives did not visit by car and of those visitors who arrived by car, 66% visited once per week or less.

Based on above, it should be noted that **0% of the respondents travelled by car** for either study, work or social purposes, respectively with a majority of respondents travelling either by public transport or walking. It is expected that similar travel patterns would arise from the proposed development as it is located within close proximity to public transport services and key tertiary education campuses such as the University of Technology Sydney and University of Sydney.

Further to this, existing on-street car parking is limited and restricted to short-term car parking and so, students would not be able to park on-street for significant periods of time.

Students would be advised of the limited car parking conditions and thus, be discouraged from owning a car or having visitors drive to the site.

In addition to this, having no car and motorcycle parking provision for the proposed student accommodation development would discourage car and motorcycle travel to/from the site, particularly as the site is surrounded by well-established pedestrian and cycle infrastructure, as well as by high frequency public transport services and tertiary educational campuses.

This is considered to align with both the State Government's strategic transport objectives and with Council's key objective to maximise walking and cycling and discourage car use, particularly single occupancy car trips.

Taking the above into consideration, the provision of no car (and no motorcycle parking) for the proposed development is considered satisfactory for student accommodation and is expected to result in no significant impacts on the existing parking amenities surrounding the road network.

It is noted that designated on street motorcycle parking bays are provided on Regent Street directly opposite the site.

Essentially, the development is not expected to operate any differently from other existing student accommodation developments within the area.

Conditions would be in place for all students and form part of their tenancy agreement to mitigate any parking impact on the surrounding road network. This is further discussed below.

As such, the provision of nil car and motorcycle parking are considered acceptable and favourable from a sustainable transport perspective given the site's proximity to transport connections and university and tertiary establishments.

4.3 Bicycle Parking Provisions

To provide for students' private transport needs, it is proposed to provide 102 secure bicycle parking spaces to promote more sustainable modes of transport, e.g. walking and cycling. Considering the Cardno survey indicated a bicycle ownership of 14%, and the provision of 102 bicycle spaces for 387 units would constitute a provision of 26%, the bicycle parking is likely to be sufficient for, and encourage, bicycle ownership and uptake.

Students will be able to use the showers within their respective units as end of trip facilities.

4.4 Tenancy Agreements

As indicated above, conditions would be in place for all students, which would form part of their tenancy agreement. The tenancy agreements would include the following key points:

- no car and motorcycle parking within the proposed student accommodation development are available
- all students would forfeit the right to apply for any resident parking permits, if available
- all students moving into / out of the accommodation would need to coordinate with the management team to ensure appropriate allocation of loading facilities, if required, and to stagger arrival times such that students do not move in at the same time. In addition to this, students would be required to adhere to their designated time slot for all loading and unloading activities.

Any breaches in the above agreement could result in termination of the student's residential agreement. In addition to this, a contact phone number would be provided to students to report any potential breaches of parking or other matters.

4.5 Car Sharing Facilities

Car sharing is a flexible, cost effective alternative to car ownership and is a convenient and reliable way for residents to use a car when they need one. GoGet is a car share company operating in Australia, with a number of vehicles positioned within the Redfern Area.

Figure 4.2 shows the location of existing GoGet vehicles and pods within the Redfern area. It should be noted that orange markers indicate an available vehicle whereby grey markers indicate unavailable/used vehicles.

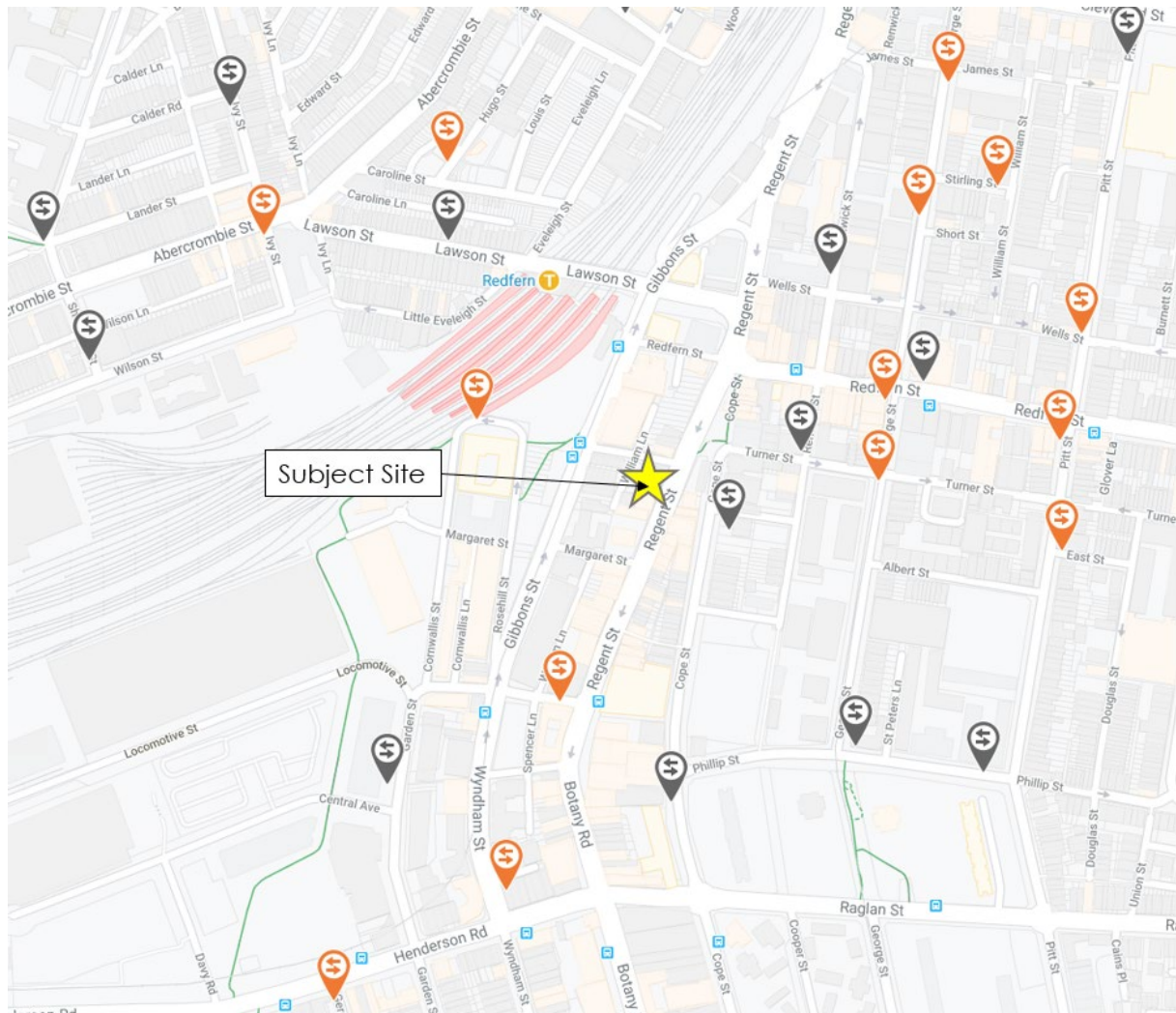
Students would be able to use the GoGet car share vehicle when they need to travel via car, without the cost and hassle of car ownership. These GoGet cars are booked based on the number of hours you need or for a full day via their app, mobile site or online booking system. Information regarding these GoGet car share facilities would be provided as part of their information park once they move in.

Notably, the City of Sydney Council has reported that “a single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking”.

Students also receive low membership fees as part of the GoStudent membership, provided they:

- Study at an Australian university, TAFE or private college
- Have a full-time study load (3 or 4 subjects, or equivalent)
- Apply using a student email address (or show a student ID).

Figure 4.2: Location of Existing GoGet Vehicles and Pods



Source: www.goget.com.au

4.6 Transport Assessment

4.6.1 Traffic Generation

Roads and Maritime Services (RMS) provides traffic generation rates for different land uses in their *Guide to Traffic Generating Developments* (Guide) and in their technical direction TDT 2013/04a containing revised rates. It is noted that the RMS Guide does not have any specific traffic generation rates for student accommodation developments.

As explained in Section 4, the proposed student accommodation development is targeted at students who do not own private vehicles and attend nearby tertiary educational establishments. Additionally, the proposed development is to provide nil on-site parking provision.

As such, it is expected that the proposed student accommodation development would not generate any traffic for the following reasons:

- the majority of students would not own a motor vehicle;
- on-site parking is not provided for students (noting that students requiring access to an onsite car space would not consider living at this development);
- the site is located within walking distances to nearby public transport nodes including Redfern Railway Station and bus stops on Gibbons Street and Regent Street as well as the future Waterloo Metro Station which would be operational by 2024;
- the site is located within walking distances to amenities, services and other recreational facilities;
- educational campuses where the students living on the site could be attending are located within walking distances.

Notwithstanding the above, based on Cardno's survey, a summary of the projected student modal splits is provided in Table 4.2.

Table 4.2: Anticipated Student Modal Splits

Method of Travel	Per Cent
Car Driver	0%
Car Passenger	0%
Public Transport	30%
Taxi	2%
Motorbike	1%
Bicycle	5%
Walk	62%
Total	100%

Table 4.2 indicates that the proposal is expected to generate zero student car trips. Students are expected to predominately walk and/or use public transport to travel to/from the site.

It is anticipated that the overall traffic generation for the proposal will be negligible and generally limited to a small number of service vehicle movements (e.g. waste collection).

In the light of the above, any additional traffic arising from the proposed student accommodation development would have negligible traffic effects.

Based on this and the expected trip generation of the proposal (i.e. zero car trips), the proposal is expected to generate less traffic compared to the existing use of the site.

In any event, given the nature of the proposed development and its proximity to key tertiary educational campuses (e.g. University of Sydney), a Green Travel Plan (GTP) would be suitable for this development to encourage sustainable travel and help to satisfy a zero per cent car driver mode share target to/from the site.

4.7 Loading and Service Vehicle Provisions

As noted in Section 3, all loading, and waste collection activities will be undertaken on the adjacent student accommodation on 90-102 Regent Street within the proposed loading area. The loading area will be accessed via William Lane.

An 8.0m diameter vehicle turntable will be provided to enable forward entry and forward exit movements by service vehicles.

The design of the loading area has been developed to accommodate a SRV as defined by AS2890.2.

The SRV is expected to be the largest vehicle to access to the site and would include waste collection vehicles, recycling vehicles delivery vans servicing the small retail space, office and other supplies to the student accommodation.

Waste collection is proposed to be undertaken by a private contractor with an appropriately sized waste collection vehicle (ie SRV). Waste collection will be done in the AM every Monday to Saturday. Waste from the subject site will be transported to 90-102 Regent Street on-foot, with both buildings having designed access for waste transportation without the need for traversal onto Regent Street. After waste collection, bins will be returned to the respective buildings.

Other commercial vehicle movements such as general office deliveries and student-booked deliveries can be done using the dock management system, which will allow coordination and prevent queuing and delay of commercial vehicles along William Lane.

It is noted that all rooms are furnished, therefore there will be minimal loading movements as a result of students moving in/ moving out.

A general schedule of the expected frequency is shown in Table 4.3.

Table 4.3: Schedule of Deliveries

Use	Frequency
General Waste Collection (Private Contractor)	6 per week (once per day Monday – Saturday)
Recycling Collection (Private Contractor)	6 per week (once per day Monday – Saturday)
Food Waste	4-6 per week
Retail Deliveries	4-6 per week
General Building / Office Deliveries	2 per week
Student-booked Deliveries	Up to 10 per week

Details of the loading dock management are outlined in the combined Loading Dock Management Plan (see Appendix B) for both developments.

4.8 Road and Personal Safety (CPTED Principles)

A number of potential design measures have been considered to maintain road and personal safety in line with the Crime Prevention through Environmental Design (CPTED) principles of surveillance, access control and space and activity management.

The following design measures should be considered as part of the proposed development:

- Ensure appropriate lighting is provided, particularly along Margaret Street and William Lane for students staying at the proposed student accommodation development
- Consistent graffiti removal and damage monitoring on student accommodation properties to be performed especially those which are exposed to public (e.g. signage, outdoor furniture, fences, walls)
- Trim or remove foliage blocking sight lines and ensure there is minimal obstruction to lines of sight near key pedestrian facilities and pedestrian access points,
- Consider the implementation of Closed Circuit Television (CCTV) where practical to maximise surveillance opportunities
- Limit the number of pedestrian access points to the site to reduce opportunities for perpetrators to enter the site
- Ensure regular maintenance is in place including rubbish removal, graffiti removal, repair of light fixtures, trimming of vegetation and/or regular patrols, where feasible, and

- All staff and students should undergo crime awareness training to identify any potential suspicious behaviour and reporting procedures within or near the development.

4.9 Taxis and Ride Share Services

The recent introduction of ride share services such as Uber and Ola to the transport mode choice have increased the use of “point to point” travel.

A dedicated Taxi Zone is located in Gibbons Street, north of Marian Street within 150 metres walking distance of the site.

Additionally, there is currently a “No Parking” zone on the northern side of Marian Street could be utilised for drop off / pick up of ride share services.

4.10 Green Travel Plan

It is recognised that the simple provision of onsite infrastructure such as bicycle parking needs to be supported with measures that actively encourage the use of sustainable transport modes of travel and discourage private motor vehicle travel.

These measures are typically set out in a site-specific Green Travel Plan (GTP).

The key role of a Green Travel Plan (GTP) is to bring about better transport arrangements to manage travel demands, particularly promoting more sustainable modes of travel, modes which have a low environmental impact such as walking, cycling, public transport and better management of car use.

As part of a GTP, a number of policies and procedures would be put in place at a site to encourage transport choice to and within the site, namely public transport, walking and cycling.

A site specific GTP has been prepared as part of this SSDA application.

In the GTP, the following measures are proposed to be implemented as part of the proposed student accommodation development to influence travel behaviours:

- locating the site next to high frequency public transport services and mixed land uses e.g. shops and services, such that walking and/or cycling become the natural choices
- no provision of car parking spaces to reflect the site's proximity to public transport and to influence a modal shift to sustainable transport modes from day one of occupation

- provision of good pedestrian and cycle links within the site, including a ground floor communal through site link with landscaping and outdoor seating areas, to promote social interaction and sustainable transport
- provision of bicycle parking facilities to encourage cycling.

As with all effective GTPs, it is intended that the GTP will be reviewed and updated over time to ensure that the measures implemented are effective and respond to the surrounding transport infrastructure as it changes over time.

4.11 Construction Traffic Management

It is proposed that a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) be developed in consultation with the Sydney Coordination Office (SCO) within TfNSW.

It is suggested that the development of a detailed CPTMP be prepared prior to construction activities on the Site (ie. as a condition of SSDA consent to occur prior to the issue of a Construction Certificate).

The preparation of a detailed CPTMP at this stage will ensure that:

- the construction methodology and building contractors are sufficiently refined to enable specific mitigation measures to be developed and implemented; and
- the cumulative traffic implications of the site construction works and surrounding conditions can be accurately addressed. It is acknowledged that construction of other sites in the surrounds are under way or likely to be under way at the same time as the proposed development.

Notwithstanding the above, it is recommended that the following construction traffic management principles be adopted as part of the detailed plan:

- Maximise public safety
- Minimise disruption to pedestrians, cyclists and motorists
- Ensure construction traffic routes to and from the site minimise the use of local roads.
- Ensure buses run on time with no disruption to routes and stops, where possible
- Minimise changes to traffic operation and kerbside access
- Minimise construction traffic generation during network peak periods
- Maintain access to properties and businesses
- Work collaboratively with other stakeholders and other major projects to mitigate traffic and transport impacts.

As part of the SSDA submission, TTPP has prepared a Framework CPTMP.

The purpose of the Framework CPTMP is to identify potential construction implications, outline recommended mitigation measures and establish a framework for the preparation of the detailed CPTMP.

The Framework CPTMP is provided as a separate document.

5 Conclusions

This report discusses the traffic and parking implications of the proposed student accommodation at 104-116 Regent Street, Redfern.

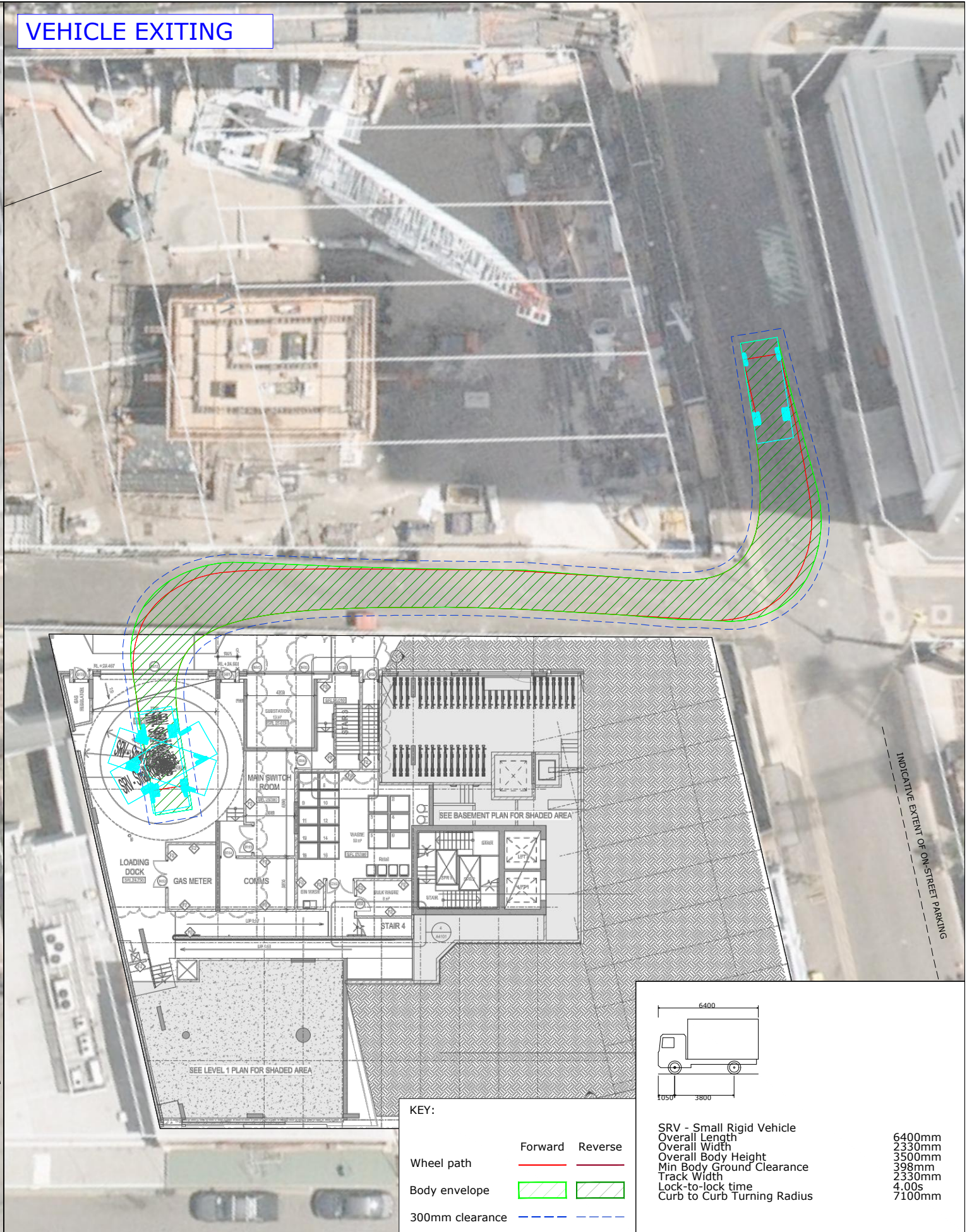
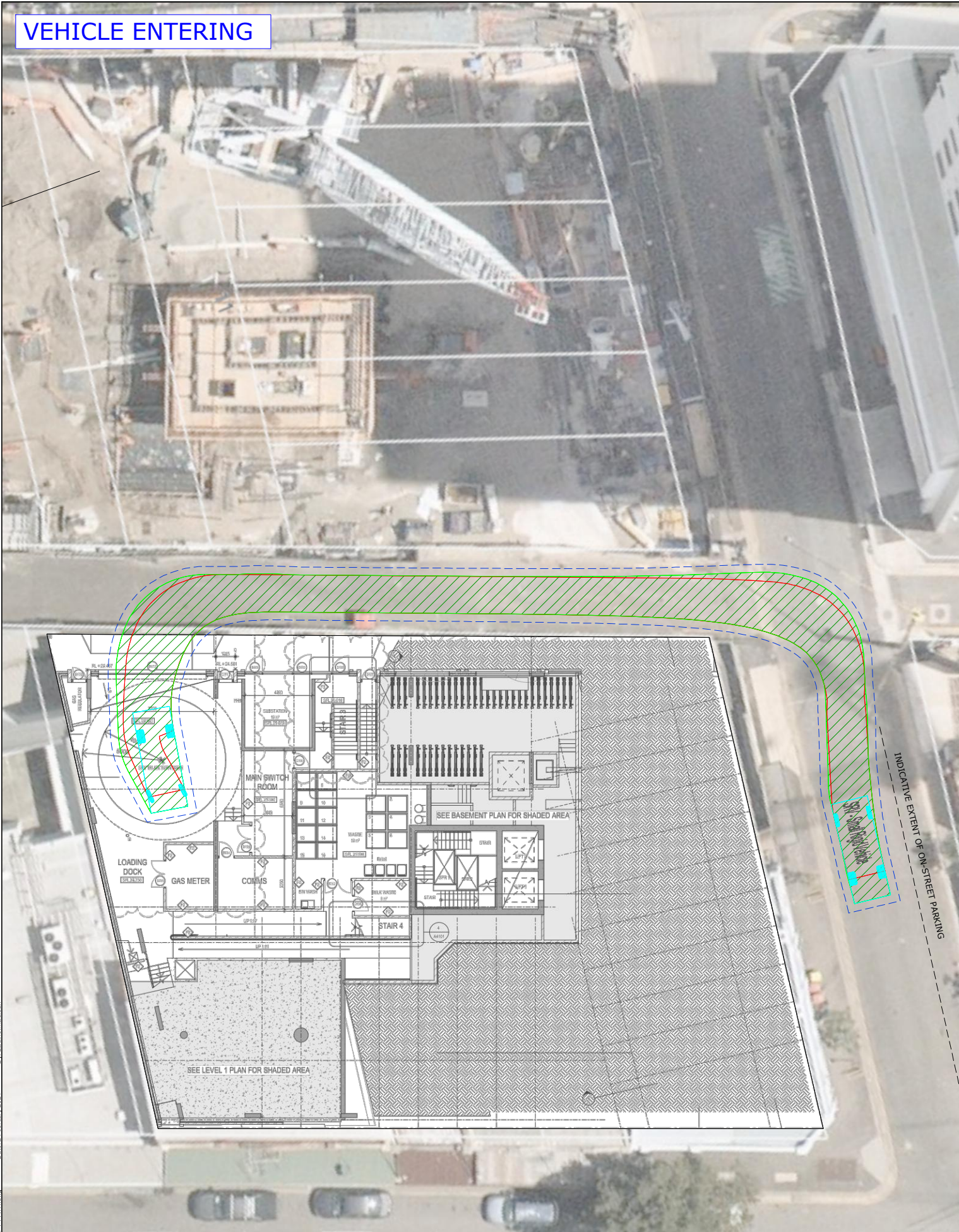
The key findings of the report are:

- The SSDA seeks approval for the construction of an 18-storey student accommodation development comprising of 411 beds in 387 apartments and associated retail and ancillary facilities on the ground floor, including 102 bicycle parking spaces.
- No on site car parking or motorcycle parking is proposed
- The zero provision of car parking is:
 - is permissible under the SEPP based on a merits assessment
 - consistent with the transport objective outlined in strategic planning documents.
- The site location and on site provisions will afford students residing in the development with realistic and attractive mode choices for public and active transport. This would include:
 - Secure on site bicycle parking spaces and end of trip facilities
 - Good access to existing bicycle and pedestrian networks
 - Good access to a range of public transport services
 - Good access to car share facilities (ie. Go-Get)
 - A range of on site facilities which removes the need to travel to / from the site (ie. gym, laundry, kitchen / dining, recreation and lounge areas)
- The proposed development is anticipated to generate little to no net increase in site generated traffic due to the zero on-site parking provision. As such, the proposal is not expected to generate any adverse traffic impacts on the surrounding road network, nor any operational or safety issues on surrounding key intersections.
- It is proposed that a Green Travel Plan (GTP) would be implemented to ensure mode split targets are achieved for the development. A GTP document has been prepared to accompany the SSDA submission, noting that this GTP would have to be updated post-occupation of the site.
- A detailed *Construction Pedestrian Traffic Management Plan* (CPTMP) would be prepared in consultation with the Sydney Coordination Office within TfNSW prior to any construction works occurring on the site (ie. prior to issue of Construction Certification). The CPTMP would be prepared once building contractors have been engaged and construction methodology refined.

To conclude, the traffic and parking implications associated with the proposed development are not expected to result in any discernible adverse impact on the surrounding road network, with management measures in place to ensure minimal traffic and parking implications for both construction and operation of the proposed student accommodation on the site.

Appendix A

Loading Area Vehicle Swept Paths



SRV - Small Rigid Vehicle
Overall Length 6400mm
Overall Width 2330mm
Overall Body Height 3500mm
Min Body Ground Clearance 398mm
Track Width 2330mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 7100mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	LM	JR	JR	02/02/21



PROJECT

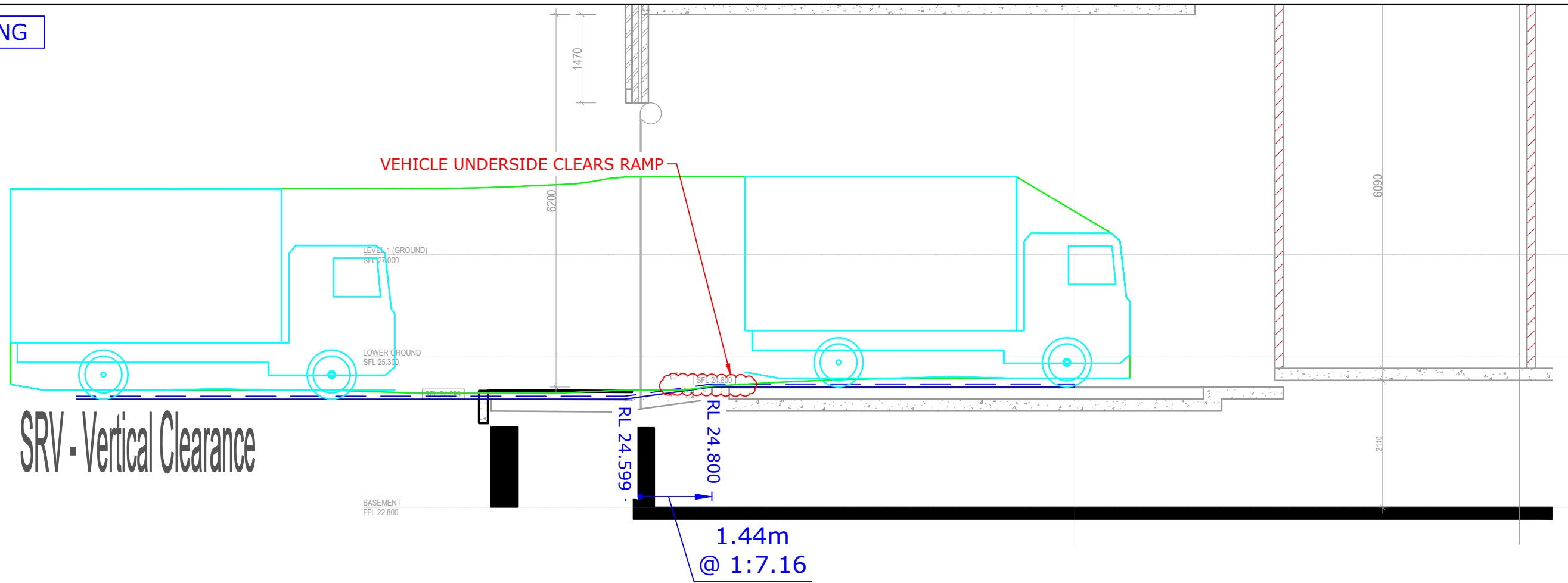
90-102 REGENT STREET, REDFERN

TITLE

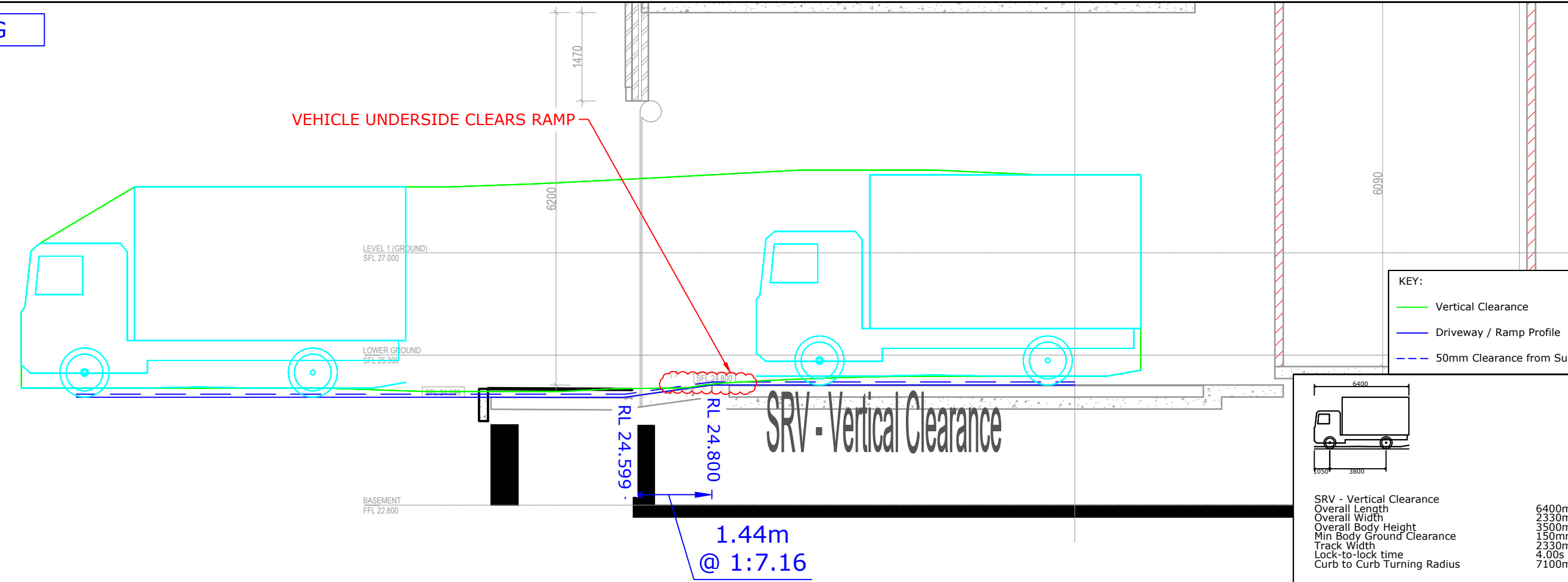
SWEPT PATH ANALYSIS
AS2890.2 6.4m SMALL RIGID VEHICLE

DWG No.	19139CAD009
FIGURE 1	
DATE STAMP 02 FEBRUARY 2021	
PROJECT No. 19139	SCALE 1:300 @A3
REV. A	

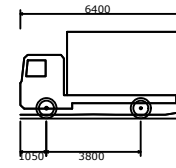
VEHICLE ENTERING



VEHICLE EXITING



- KEY:
- Vertical Clearance
 - Driveway / Ramp Profile
 - 50mm Clearance from Surface



SRV - Vertical Clearance

Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	150mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JR	JR	20/04/21



PROJECT	90-102 REGENT STREET, REDFERN
TITLE	GROUND & VERTICAL CLEARANCE ASSESSMENT AS2890.2 6.4m SMALL RIGID VEHICLE

DWG No.	19139CAD012
FIGURE 1	
DATE STAMP	20 APRIL 2021
PROJECT No.	19139
SCALE	1:75 @A3
REV.	A

Appendix B

Loading Dock Management Plan

Wee Hur Regent - Student Accommodation

90-102 Regent Street, Redfern

&

104-116 Regent Street, Redfern

Loading & Servicing Management Plan

Date: 6 December 2021

Revision: v02

Prepared for: The Trust Company (Australia) Limited ATF WH Regent Trust

Preamble

This Loading and Servicing Management Plan (Plan) has been prepared to document how the loading and service vehicle facility for the student accommodation development at 90-102 Regent Street and 104-116 Regent Street Redfern will be managed.

Specifically, this Plan has been prepared to address Condition B48 of Development Consent (SSD-10382) and pre-emptively for 104-116 Regent Street, Redfern, due to their proximity and planned efficiency.

Condition B48 of SSD-10382 states that the Plan shall:

“Ensure that any potential traffic and safety impacts associated with the loading dock operation are mitigated, including, but not be limited to, the following:

- (a) Details of the development's loading and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay; and*
- (b) Details of measures to manage any potential traffic and safety impacts of the loading docks operation in particular potential queuing on public roads and potential conflicts between freight vehicles accessing the loading docks.*

This Plan, and any amendments to this Plan, shall ensure that appropriate management measures are included to address the requirements of Condition B48 throughout the operation of the student accommodation land use on the site.

Scope and Application of Loading and Service Management Plan

This Plan will be subject to relevant conditions of the development consent that apply to the approved student accommodation development on the site at 90-102 Regent Street. The development at 104-116 Regent Street will include on-site waste rooms, and bins will be transported on-foot to the loading bay at 90-102 Regent Street through an inter-building route.

90-102 Regent Street comprises the construction of an 18 storey building comprising:

- 381 student accommodation rooms, providing 408 beds
- communal student facilities, including lounge areas, games room, gymnasium and external terraces
- on-site bicycle parking and storage facilities
- one ground floor retail tenancy
- public domain and landscaping works

-
- on-site loading dock

104-116 Regent Street comprises the construction of an 18 storey building comprising:

- 387 student accommodation rooms, providing 411 beds
- communal student facilities, including lounge areas, games room, gymnasium and external terraces
- on-site bicycle parking and storage facilities
- one ground floor retail tenancy
- public domain and landscaping works
- on-site loading dock

It is noted that no on-site car parking spaces are provided as part of the development.

It is the intent of this Plan to outline the ongoing operation and management of the loading dock and associated service vehicle facilities.

The Plan provides details of the operation of the loading dock and its interaction with other users of the site and of proposed management procedures.

The Plan recognises that these procedures may need to adapt to changing circumstances on the site or its surrounds.

Therefore, the Plan may be varied from time to time in order to account for changes to the Hotel development, altered traffic conditions and/or on or off-site operational imperatives.

Responsibility for Plan Implementation

The loading docks and car parking areas will be under control of a designated Building Manager.

This position will be responsible for maintenance of the loading dock to a standard suitable for use, rectification of any safety issues, avoidance of adverse impacts on external roads due to traffic entering or leaving the site and general management of the loading dock.

It is noted that:

- The Building Manager available during office hours:
 - 9am to 4pm (Monday to Friday); and
 - 10am -3pm (Weekend)

-
- Emergency Contact will be available outside office hours
 - Delivery hours will be restricted to office hours only, unless pre-arranged outside office hour in which case a code or swipe card will be provided ahead of time.

The building reception located at the ground floor will operate during office hours.

The Building Manager and building reception contact details will be displayed at the driveway entrance to the loading dock.

Requests to utilise the loading dock will be via a loading dock booking system (see below) to be managed by the building reception.

Loading Dock Location and Access

Loading and unloading activities will be undertaken on-site within the loading dock area which is accessed by vehicles via William Lane.

William Lane is a narrow (approx. 4.5m) two-way laneway that extends in a north-south alignment. The laneway provides rear access to properties for parking and loading activities. Access to the laneway is provided off Marian Street. No parking is provided on either side of the laneway.

William Lane ends in a cul-de-sac immediately south of the loading dock access to 90-102 Regent Street. As such traffic flows past the dock access as extremely low and slow. Thus potential traffic conflicts have been addressed through the location of the dock access.

A vehicle turntable will be provided within the loading area to allow vehicles to enter/exit the site in a forward direction, enabling drivers to appropriately view approaching traffic and pedestrians in William Lane should they encounter them.

The loading area has been designed to accommodate a Small Rigid Vehicle (SRV 6.4m long) as defined by AS2890.2.

It is proposed that the roller shutter door at the vehicle access at William Lane shall rest in the closed position when not in use.

Deliveries to the loading areas will be via prior arrangements with access permitted using either a pre-arranged code or intercom to the Building Manager / building reception.

The following access control is proposed for the Loading Dock:

- Roller shutter: Swipe Card or enter access Code outside open the rollers shutters for any prearranged outside office hour delivery.

-
- A CCTV to install from outside and inside of the loading dock so that the Building Manager can also see who has arrive and leave the loading dock.
 - During office hour delivery drivers can buzz the intercom to communicate with Building Manager and obtain access to the loading dock.
 - Roller Shutter comes with timer to self-close. Movement sensor will be installed for safety.
 - Side hinged door will be accessed with a swipe card

The Building Manager shall ensure that all service providers and delivery drivers are aware of this access arrangement.

Frequency of Loading Dock Usage

The loading dock will service a range uses and frequencies. The expected frequencies of the different types of access are set out below.

The frequencies set out in the table below reflect the demand generated by student accommodation uses at both 90-102 Regent Street and 104-116 Regent Street, Redfern.

Use	Frequency
General Waste Collection (Private Contractor)	6 per week (once per day Monday – Saturday)
Recycling Collection (Private Contractor)	6 per week (once per day Monday – Saturday)
Food Waste	4-6 per week
Retail Deliveries	4-6 per week
General Building / Office Deliveries	2 per week
Student-booked Deliveries	Up to 10 per week

It is noted that each student room is fully furnished and hence there is no need for students to deliver or remove furniture at the arrival / departure of their tenancy.

It is suggested that waste, retail and building deliveries by undertaken during weekday AM periods such that the afternoon periods and weekends can be booked by students if required. Notwithstanding this can be managed through the dock management system (DMS) (see below).

Loading Dock Operational Management Measures

Loading Dock Hours of Operation

Loading activities will only be permitted during the following periods:

- Monday to Friday – 10:00am to 4:00pm

Deliveries outside of these hours can be pre-arranged and approved by the Building Manager. Access will be pre-arranged with access code or swipe card

No overnight truck parking will be permitted within the loading and associated areas.

Loading Within the Site

Loading activities associated with the site are to be conducted within the confines of the site at all times and must not obstruct other public roadway including pedestrian footpath.

Service vehicles are to leave the site immediately once loading and unloading activities are completed.

Vehicle Queuing

Coordination of the loading requirements will be undertaken and managed by the Building Manager such that the loading dock has the capacity to accommodate service vehicles that pre-arranged the use of any loading bays.

Operational Management – Dock Booking System

The onsite management of the loading dock will consist of a combination of a manned dock management office (Building Manager and / or Building Reception) and a dock management system (DMS).

The loading dock have been designed to accommodate vehicle sizes up to and including a Small Rigid Vehicle (SRV) as per AS2890.2. Vehicles larger than a SRV shall be restricted from accessing the loading dock. These access arrangements shall be prescribed to delivery drivers / contractors and student tenants through the DMS.

The DMS will enable the onsite management team to schedule delivery times and monitor arrival / departures of vehicles.

The DMS will also allow booked arrival / departure times of deliveries to be known such that should a request for delivery time be received, arrival time slots can be allocated accordingly.

Service vehicles intending to use the docks will not be permitted to access the dock without making a booking.

The major benefit of the implementation of such a system is the ability to moderate demand throughout the day. The allocation of deliveries to timeslots (with strict length of stay limits) reduces the risk of multiple vehicles seeking to access the loading dock at the same time.

The DMS can be used to provide delivery drivers with an access code to facilitate entry to the vehicle lift system.

Waste collection will also be managed through the dock management system to avoid conflict and congestion with peak operational times.

Protocols for Noise Emission Minimisation

Delivery drivers accessing the loading docks and staff accessing the car park shall be instructed under their delivery contract / employment arrangements to observe care in the use and control of equipment in the loading dock and access areas so as not to cause or allow to be caused any unreasonable noise during the hours of operation of the loading dock and access areas.

Delivery drivers are not to use their horns in the vicinity of the loading dock including as a means to communicate with staff within the loading dock.

Compliance with Loading Dock Management Plan

All potential tenants will be made aware of the above requirements and conditions outlined in this Loading Dock Management Plan. The relevant requirements and conditions are to form part of the lease contract with the tenants as well as written into the strata by-law.

Protocols to Manage and Address Complaints

All complaints relating to the misuse of the loading dock or non-compliance with the dock management plan, are to be addressed to the Building Manager, whose contact details would be available to all tenants and displayed within the loading dock.

The Building Manager is to maintain an electronic "complaints register" which will document:

- contact details of the complainant
- description of complaint
- mitigation strategy that was implemented to deal with complaint, if applicable
- status of issue raised by the complaint (i.e. addressed, on-going etc), and
- other notes as required.

The Building Manager is to address any on-going or reoccurring issues as raised by the complaints register, with coordination with the owner's co-operation.

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au